

PORTSMOUTH

GUIDE.

STOLLINGE VORTH,

FROM MADE ROCKS, SOUTH EAST

AND

WICH STREET, P. 1717

41914/B

Col

Sir H. J. Harvey



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12095.



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*Promenade Rooms*

*Southsea Beach*

*Portsmouth Lines*

*Southsea*

THE  
**PORTSMOUTH**  
**GUIDE.**

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Scenes must be beautiful, which daily view'd  
Please daily, and whose novelty survives  
Long knowledge and the scrutiny of years;  
Praise justly due to those that I describe.

*Cowper.*

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HOLLINGSWORTH,  
PROMENADE ROOMS, SOUTHSEA BEACH;  
AND  
HIGH-STREET, PORTSMOUTH.

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MDCCCXXII.

12095

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PORTSMOUTH:

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## PREFACE.

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**P**ORTSMOUTH, which as a port and arsenal, is of such vast importance to the Nation, has many charms to recommend it to those who wish for a relaxation from their usual pursuits, or for recruiting their health; whilst nature has been very profuse, the hand of art has done much, to improve the delightful scenery that every where abounds, and from its sheltered situation the air is rendered salubrious and renovating. Independent of its own immediate attractions, the surrounding country stands unrivalled; the pleasant excursions that may be daily made to the towns and villages in the neighbourhood, by land or water, greatly contribute to render Portsmouth a place of fashionable resort; and which

attractions are again increased by the contiguity of the Isle of Wight, and the Solent that separates it from the main land, being the highly favoured spot for the rendezvous of the Royal and other Yachts ; adding splendour to the already richly diversified scene.

That Portsmouth is but recently become a Watering Place, is accounted for, by the continual equipments of Fleets, and the noise and bustle of a garrisoned town, during war, preventing that repose so generally desired ; but this cause being now removed, we will venture to assert that it is not surpassed in any particular : the improved state of travelling between it and the Metropolis is also a great acquisition.

To Strangers and Visitors, the Author trusts this Guide will afford such information, that nothing worthy of notice, at this interesting port, may escape their attention ; and whilst he regrets that others much more capable than himself to do it justice have not taken the task in hand, he hopes it will not be found unworthy of notice. Conscious of his own incapability to render it worthy of acceptance without support from some other source, he has introduced the greater part of a Descriptive Poem, published many years since ; and it

concludes with the Fiction of Florimond and Aurelia, from the same Work.

The Appendix contains much useful information for the Residents of the towns, as well as Visitors.

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\* \* \* Any corrections, or suggestions for improvement, addressed to the Publisher, will be attended to.

PORTSMOUTH, *July*, 1822.

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# THE PORTSMOUTH GUIDE.

## CHAPTER I.

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### PRELIMINARY REMARKS, THE ISLAND OF PORTSEA, &C.

---

Now, with precipitated haste, away  
Scuds the dark night, and spreads her pitchy vail  
In t'other Hemisphere; in eastern climes,  
*Aurora's* blush its influence sweetly sheds,  
And with a rosy lustre streaks the skies:  
The glorious Sun, refulgent king of day,  
With majesty ascends his splendid throne;  
Round whom the silver-skirted clouds display  
Their dazz'ling whiteness, seeming to enrobe  
Th' amazing pow'r. Creation's smiling face  
At his approach exulting shews her joy.  
Cheer'd by th' enliv'ning beams, how beautiful  
Each scene appears; and PORTSEA'S pleasant Isle,  
All luminous, delights the eye.

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**W**ITHIN these few years, Portsmouth has become the resort of numerous genteel families, many of whom have been induced, from its delightful and healthsome situation, to become residents in, or near it: as a *Watering Place* it is annually increasing in reputation, possessing advantages not

to be equalled; the rapid flowing and ebbing of the tide, and the fine gravelly bottom renders the Water on *Southsea Beach* purer than on any other part of the coast of Great Britain.

From the confined situation of a Garrison town, Portsmouth could not accommodate its numerous and increasing visitors; Southsea Common was therefore resorted to by the builder and speculator, which has now to boast of several beautiful Terraces, besides numberless other genteel and elegant residences.

Portsmouth is so situated, as to be approached but by one way on the land side—over Portsbridge, at the extremity of the Island of Portsea. When a stranger gains the summit of Portsdown Hill, various delightful objects, exceeding the most glowing description, present themselves to his view at the same moment; the important Island of Portsea, the towns of Portsmouth, Portsea, and Gosport, of immense extent; Spithead, crowded with ships of every description, and vessels and boats crossing each other in every direction; with the variegated fields, towering hills, and delightful woodland scenery of the Isle of Wight, interspersed with noblemen's seats, forming a picture at once grand and beautiful :

What eye can such transporting sight behold,  
With dull indifference!

On the right may be seen Portchester Castle; the Pillar erected to commemorate the glorious achievement of our immortal Nelson; and the Harbour, where the principal part of the British Navy is laid up, ready to be called into action, should they again be required to defend our shores, or to sail to any part of the world. On the left is the beautiful spire of Chichester Cathedral; Langstone Harbour, and the vast expanse of waters, over which the eye traverses till it meets the horizon.

At the bottom of the hill is the pleasant village of Cosham, containing several neat Inns. Here the London, Western and Eastern roads meet.

The town is now approached by the first out-work—a double drawbridge and military post; immediately after which the bridge that separates the Island of Portsea from the main land is passed; a little farther on is Hilsea—during the war the depôt for troops waiting for embarkation. Next the barracks may be seen, through a long avenue of spreading trees, Gatcombe, the late seat\* of Sir L. Curtis, built by his father, Admiral Sir Roger Curtis, Bart. on the site of an ancient building, supposed to have been a monastery, as a place of retirement, after having spent the greater part

\* An Act of Parliament, was granted a few years since, authorising Commissioners, appointed by Government, to purchase a large tract of land in the Island of Portsea, in which the paternal Mansion of Sir Lucius Curtis was included, who has removed to Ramridge House, in this County.

of a most active and zealous life in the service of his country: on the right, close to the harbour, is Tipner, the magazine for powder, from whence it is shipped off for the service of the navy; with suitable residences for the officers of the establishment.

The scene does not lose its variety, before the suburbs present themselves, extending two miles and a half, and continuing in an unbroken line to the Glacis, when the town again bursts on the view, almost buried in its fortifications and stately elms, and is entered, first, by a small drawbridge, through one of the redoubts, and afterward by a drawbridge of greater extent, thrown over the moats, and through the Landport gateway.

Before we proceed to describe the town, we shall give a short account of the Island, on which it is situated.

The *Island of Portsea* in the county of Southampton, is about fifteen miles in circumference; its length from south to north about four miles, and its breadth, in some parts, between three and four; containing about four thousand, three hundred and fifty acres of land. It is bounded on the west by the harbour of Portsmouth, on the east by the harbour of Langstone, on the north by Portsdown Hill, and on the south by Spithead and the Ocean; it is separated from the main land by a narrow channel, communicating with the two harbours. The soil is



very fertile, chiefly arable, and in the highest state of cultivation. The whole Island is defended by numerous and extensive fortifications, at every point where attack would be practicable, and great quantities of land have, of late years, been purchased by the Government, to prevent the erection of buildings in such situations as would be detrimental to its safety.

The surface is one continued plain, and being sheltered from the bleak north winds by Portsdown Hill, and the harshness of the sea breezes gently broken by the Isle of Wight, renders the situation of the Island of Portsea pleasing and salubrious.



## CHAPTER II.

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### THE TOWN AND PORT OF PORTSMOUTH.

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Long had the place a calm retreat supply'd  
To men inur'd to toil, who ev'ry morn,  
Search'd the wide ocean for the finny prey;  
No stately fabrick then, but mud-wrought huts,  
The space possess'd; till under gen'rous reigns,  
Of *England's* warlike Kings; but chiefly when  
Our far-fam'd Throne, a glorious maiden Queen  
Sustain'd, whose naval arms resistless scourg'd  
The proud *Iberian*, to his farthest coast;  
*Britannia's* genius taught her honest sons,  
Just sentiments of this important place;  
Houses at distant spaces then arose,  
And gradually connecting dome with dome,  
Simple in neatness PORTSMOUTH press'd the plain,  
Till great *Eliza*, by mechanic art,  
With a stong mural wall, engirt her waste.

---

**P**ORTSMOUTH, an extensive and very important seaport, borough, market town, and parish, is situated in *Lat.* 50° 47' *N.* *Long.* 1° 6' *W.* seventy two miles from London, and on the south-west point of the Island of Portsea.

The origin of the town is asserted to have been owing to the retiring of the sea from the upper parts



of the harbour, which rendering Portchester very inconvenient, the Inhabitants removed to Portsea Island, and built Portsmouth. The earliest account handed down to us, appears in the *Saxon Chronicle* of 501, when it was called *Portesmuthe*. Probably it derives its name from its situation.

It is a handsome, well-built, and neatly paved town, of a quadrangular form, about a mile and a quarter in circumference. The principal streets run parallel with each other, and are intersected by others of less note; the Point is separated from the town by a gateway and drawbridge.

The *High Street* is spacious and handsome, The George, and Fountain Inns have a fine appearance, they are very capacious, and fitted up in a superior style, with every convenience; perhaps no town in England can boast of better conducted Inns, and the proprietors may pride themselves with having had the greatest statesmen and heroes of Europe, as sojourners with them. In this Street are the residences of the Port Admiral, the Commanding Officer of the Royal Marines, and the Portsmouth Bank, very noble buildings; it is also the principal place of trade, and many of the shops are fitted up in a neat and attractive manner; at the bottom of the street is the Naval Slaughter House, from whence the Navy is supplied with fresh beef. A Semaphore has been lately erected on one of the stores, which communicating with others on the

line to London, conveys intelligence to the Admiralty in the space of two minutes, and *vice versa*; it also forms a fine finish to the street. Underneath the Semaphore, in a niche, is a fine gilt bust of Charles the First, commemorating his landing here, on his return from Spain, before he ascended the throne; above the bust is inscribed

“ KING CHARLES THE FIRST.”

and underneath the following,

“ *After his Travels through all France into  
“ Spain, and having passed very many dangers  
“ both by Sea and Land he arrived here the 5th  
“ day of October, 1623.*”

Near the top of the street is a Chapel for the service of the *Unitarians*, erected in 1720, and behind this is another for the *Baptists*. There is also a *Theatre*, opened about four months, during the winter season.

The *Markets* in this street, are abundantly supplied with butchers' meat, poultry, vegetables, and every kind of fish, during their season. The Market-house\* being built in the centre of the street detracts much from its beauty, but, whenever it shall please the proper authorities to remove this great source of inconvenience, few towns will be able to boast of a nobler main street.

\* *Leland* says (Itinerary, Vol. 3 page 82.) “ One Carpenter, a riche man, made of late tyme, in the mydle of the high streate of the town, a Town House.”

The *Grand Parade* is situated near the bottom of the High Street; at the upper end of it is the Governor's House, originally part of a hospital founded by Bishop *Peter de Rupibus*; at present it has but little appearance of its monastic origin, and is in a very dilapidated state, uninhabited. Here it was, on the 24th June, 1814, His Majesty George IV. then Prince Regent, and three of his Royal Brothers, the King and Princes of Prussia, the Emperor and Princes of Russia, Wellington, Platoff and Blucher met together, forming an assemblage of noble and illustrious personages and warriors, unprecedented in the annals of this, or any other country.

Adjoining this house is a *Chapel*, anciently belonging to the above hospital, which has been lately enlarged and embellished, and is devoted to the use of the Garrison. In this chapel have been deposited the remains of many of Britain's choicest men, who leaving their country in pursuit of honor, sacrificed their health and lives for her good,—with whose names is associated every thing that is great and brave, and whose deeds will never be forgot, so long as the page of history remains.

Charles the Second was married in this Chapel, to Catharine, Infanta of Portugal on the 22nd of May, 1662, the register of which marriage is given in the account of the Church.

The Parade is of sufficient extent for inspecting

a thousand soldiers at a time; on one part of it stands the *Main Guard House*, where the guard is relieved every morning at eleven o'clock.

On the north side of the High Street is *St. Thomas Street*, consisting, principally, of private residences; at the top of it is the mansion of the Lieutenant Governor, and his various offices; near the centre is the residence of the Agent for Victualing his Majesty's Navy; the general *Post Office*, the *Excise Office*, and the *Office* of the *Agent* for *Transports* are also situated in this street. Near the bottom stands the

### CHURCH OF ST. THOMAS.

---

The sacred fane our presence claims,  
Shall this unheeded rear its noble front  
Nor meet the due regard!

Religion! which, as ruddy health imparts  
To our material frame, a nervous force,  
And blooms the body; to the drooping soul  
Affords its hopeful radiance; and the heart  
With truest joy elates.

---

This Church, a noble cruciform structure, appears from records, to have been founded by *De Rupibus*, Bishop of Winchester, and is dedicated to *St. Thomas à Becket*. In 1690, this sacred pile underwent very extensive alterations; the whole of the interior of the body was pulled down, the tower removed from the intersection, and the roofs and ceiling of the chancel and transepts taken



off. The body was re-built, in 1693 in a more modern style; the ancient clustered pillars, and pointed arches, making way for the Tuscan style of architecture; and the ceilings of the chancel and transepts were made flat. The only traces of the original style in the interior, are the clustered pillars and pointed arches of the north and south aisles of the chancel, and the open gallery that extends around it, such as was originally introduced in Saxon Churches.

The Tower is built of Portland stone, at the west end of the church; it is one hundred and twenty feet high, and contains a clock of great magnitude. In 1702 a cupola was erected on the top of it, containing a musical peal of eight bells; above this is a lantern, in which a man was formerly stationed to give notice, by the bell, of the number of ships making for the port. From thence a beautiful view may be obtained of the towns, the Dock-Yard, the Harbour, Spithead, and the Isle of Wight. The whole is surmounted with a model of a first rate ship, about six feet in length, richly gilded, serving as a vane, and moveable by the lightest breeze of wind.

The interior of the church is capacious, and neat. The roof of the body is supported by eight well-proportioned columns, from which spring semicircular arches; above the arch that divides

the chancel from the body, are the arms of the Corporation, and above those that divide the transepts, the initials M. T. B. and the date of the re-erection, 1693. The arms of William and Mary are placed over the entrance to the middle aisle. The font, which is of great antiquity, is in the north aisle.

In 1718 it was adorned with a beautiful, and well-toned Organ, erected by subscription. The present crimson velvet communion table cloth, with gold fringe, and the embroidered velvet cushions, were presented to the church, by Thomas Ridge, Esq. in 1693, and the crimson velvet pulpit cloth with gold fringe, and the cushion, with cloth for the reading desk, were given by Nicholas Hedger, Esq. in 1694.

On the 12th of November, 1687, His Majesty James the Second presented to the church, through the Corporation, the following pieces of plate, for the service of the communion:—two silver flagons; one silver chalice; and three silver patters, which form a part of the communion plate at this time.

The *Register* of the Marriage (which took place in the Royal garrison chapel,) of Charles the Second, with the Infanta of Portugal, of which the following is a copy, is still preserved in this church. It is written on vellum, in the old English character, highly emblazoned, with gilt letters.



OUR most Gracious SOVERAIGNE  
 LORDE CHARLES the SECONDE, by  
 the Grace of GOD, KING of GREAT BRIT-  
 TAINE, FRANCE, and IRELAND, DEFENDER  
 of the FAITH, &c. and the most ILLUSTRIOUS  
 PRINCESSE DONA CATARINA,  
 INFANTA of PORTUGALL, DAUGHTER to the  
 deceased DON JUAN the FOURTH, and  
 SISTER to the present DON ALPHONSO,  
 KINGS of PORTUGALL, were married at  
 PORTSMOUTH, uppon THURSDAY the two  
 and twentieth day of MAY, in the yere of our  
 LORD GOD 1662 being in the fourteenth  
 yere of his MATIES reigne; by the RIGHT  
 REUEREND FATHER in GOD, GILBERT,  
 LORD BISHOP of LONDON, DEAN of his  
 MATIES CHAPPELL ROYALL; in the presence  
 of seuerall of the NOBILITY of his Maties  
 DOMINIONS and of PORTUGALL.

ANNO DNI. 1662.

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Among the monuments that “bring to memory the dark dwellers of the tombs” is a marble cenotaph, in the centre of the Altar-piece, erected to the memory of the Duke of Buckingham, who was assassinated at a house in the High Street, (now forming Nos. 10, and 11,) by Felton, on the 23d of August, 1628. Beside the above, there are many other monuments worthy attention.

The Cemetery entirely surrounds the Church, and is enclosed by a wall, which appears to have been built in 1645.

Next to St. Thomas Street is *Warblington Street*, rather a mean and dirty street, and being the first that meets the eye on entering the town, impresses strangers with a very unfavourable idea of it, which is not removed till they turn the High Street.

*Penny Street* is situated on the south side of the High Street; at the upper end is the *Gaol*, a spacious and substantial building, erected, according to an Act of Parliament, obtained for the purpose, in 1806; the expense of which was defrayed by rates on the inhabitants. Within the gaol is the Council Chamber, the Town Hall, and appropriate Offices; the *Sessions* are held here quarterly, for the trial of all offenders within the Borough, whose crimes are not capital.

Next the gaol is an *Alms House*, for eight poor widows; and opposite is the Army Commissariat Store. Here are also the very extensive Breweries of Sir George Garrett, Messrs. Carter, and Messrs. Deacon; and a Free Grammar School, founded by Dr. Smith, an eminent physician of this place, in 1732, of which the Dean and Chapter of Christ Church, Oxford, are the patrons.

Beyond Penny Street, is *St. Nicholas Street*, in which are the Barracks of the Royal Marines, and adjoining them are the Fore House Barracks, for Infantry.

Parallel with High Street, on the north, runs *King Street*, nearly the whole of which, with a part of St. Mary Street, is occupied by the Offices and Stores of the *Victualling Department*;—a department that keeps pace with the other branches of this grand arsenal; where provisions, wines and liquors are deposited for the service of the Navy, in great abundance; and being contiguous to the Quay, are supplied to the Ships with the greatest regularity, by vessels belonging to the establishment. Here, also, the provisions are cured, and the biscuit baked, the corn for which is chiefly ground at the King's Mill, which is a branch of of this department, as well as the Naval Slaughter House, in the High Street, and the extensive Brewery and Cooperage at Weevil.

*St. Mary Street* is the principal cross street, which has become a great thoroughfare to Portsea, for foot passengers, in consequence of having a gateway opened at the top of it. In this street are Colewort Barracks, for Infantry, and adjoining are the Barracks of the Royal Artillery. The burial ground that surrounds the Church of St. Thomas, not being of sufficient extent, a piece of ground, called Colewort Garden, in this street, was consecrated, and is now called St. Mary's Burying Ground.

In *Green Row*, a noble building was erected by subscription, in 1812, for educating the Infant Poor, on the plan of the Rev. Dr. Bell; on the



ground floor is the School Room, where near three hundred boys and girls are “trained up in the way they should go” through the benevolence of their more opulent townsmen.

Above the school room are the very elegant Concert, Assembly, and Card Rooms, in which the Subscription Balls and Concerts take place; these rooms are tastefully painted and decorated:

In the silent eve,  
Here the sweet treble, and the chordant bass,  
Conjunct or varied, echoing fill the roof:  
The gentle flute, or more sonorous trump,  
The violin's soft strains, or hautboy's sound,  
With each harmonious instrument, proclaim  
The melting, soothing pow'r of melody.

Beyond this is a neat and commodious Chapel, erected in 1810, for the *Methodists*. Adjoining Green Row, are genteel lodging houses, pleasantly situated. There are many other streets, but they contain no public buildings, or any thing of note.

The *Point* is separated from the other part of the town, by gates and a drawbridge; above the gateway is the following inscription,

“JACOBUS SECUNDUS, A. REG. III. AN. DOM.  
1687.”

It is situated on the point of land, that forms the east side of the entrance to the harbour, and is surrounded by the sea at high water. The *Broad Street* is next in importance to the High Street,

for trade; in it are two good Inns—the Star and Garter, and the Blue Posts, chiefly resorted to by gentlemen of the Navy and Army. Near the lower end of this street, is the *Custom House*, with its extensive offices and stores, conveniently situated for the despatch of business, having an immediate communication with the Harbour.

Fronting the entrance to the harbour, is the *Quebec Tavern*, containing every accommodation for families proceeding foreign, who may be detained here by contrary winds. From thence the mails and packets are continually repassing to and from the Isle of Wight.

During the war, the Point was a scene of bustle and confusion; the resort of the sailors from the fleets, that were continually rendezvousing at Spithead, who generally had “more money in their pockets” than “wit in their sconces” and were never happy till they had got rid of their last shilling.

The communication with Gosport, is from the bottom of the Point; upwards of a thousand watermen have been employed, at the different stations, at one time: these are obliged to conform to certain regulations and charges, according to an Act of Parliament, called the *Portsmouth, Portsea and Gosport Ferry Act*.

The Boats are well adapted for the coast; they may be obtained at the Point, for crossing to Gosport,

or making an excursion up the Harbour; and at the Sally-port, for Spithead, the Isle of Wight and any other part of the coast.

On the 24th of June, 1809, a dreadful explosion, attended with most melancholy consequences, took place on the Beach at the Point. The second battalion of the 8th Regiment of Foot, having disembarked, a few days before, their baggage and ammunition were placed on the beach: about eleven o'clock, an old woman emptied a pipe, which she had been smoking, among the baggage, the sparks fell on a barrel of gunpowder, which instantly exploded. The effect was most dreadful. Above thirty men, women, and children were, literally, blown to atoms; their bodies, limbs and heads were strewed in every direction: one poor fellow was blown over the whole of the buildings; another against the wall of the Union Tavern, as high as the attic window; the thigh of a third was blown a considerable distance up the Broad Street. Legs, arms &c. were taken from the tops of the houses; the whole presenting a scene shocking beyond description. The damage done to the houses, on the Point, was immense. The barrel that exploded stood in a tier with sixteen others, which were expected every moment to blow up, as the smoking fragments were strewed among them; but a company of soldiers, with some resolute sailors at their head,



aided by the inhabitants, cleared away the remaining barrels, thus happily preventing the destruction of the greater part of the Point.

---

The following *Census* of the parish of Portsmouth, was taken during the year 1821.

No. of Houses - - - - -	1196
No. uninhabited - - - - -	96

<i>No. of Inhabitants.</i>		<i>Males.</i>	<i>Females.</i>
Under 5 years of age - - -	500 - - -	513	
Between 5 and 10 - - -	418 - - -	438	
10      15 - - -	302 - - -	361	
15      20 - - -	218 - - -	441	
20      30 - - -	330 - - -	1035	
30      40 - - -	361 - - -	678	
40      50 - - -	346 - - -	408	
50      60 - - -	217 - - -	262	
60      70 - - -	119 - - -	152	
70      80 - - -	51 - - -	72	
80      90 - - -	15 - - -	26	
90      100 - - -	4 - - -	2	
		<hr/> 2881 - -	<hr/> 4388
Total - - - - -		7269	

The parishes of Portsmouth, Portsea and Alverstoke, including Gosport, contain 55990 inhabitants.

In 1811, there were, in Portsmouth,—Houses Inhabited 1084, Uninhabited 13, Building 6, Total 1103. Male inhabitants 2887, Female 4216, Total 7103. No. of inhabitants in 1801, 7889.

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A *Fair* takes place annually, in the High Street, commencing on the 10th of July, and continuing fifteen days; this, at one time the principal mart, or exchange, for the French to bring their goods to, is now an exhibition of toys and puppet-shows. This fair is succeeded by another on Portsdown Hill, principally for horses and cheese; but to which thousands resort for pleasure.

Portsmouth was the birth place of that amiable character, *Hanway*, the philanthropist: who was born on the 12th of August, 1712. To the charitable disposition, and benevolent exertions of Hanway, the metropolis owes, in a great measure, the institution of the Marine Society, the support of the Magdalen Hospital, the improvement of its streets and avenues, and the poor of various descriptions, their most effectual comfort and support. The public spirit of this good man was not confined to chimerical speculations, but realized and carried into practice in the various charities; and by his disinterestedness he shewed himself the

patriot and friend of society, and of the human race, in the fullest sense of the words. He was appointed a Commissioner of the Victualling Office in July, 1762; which he resigned in 1783. He died in Red Lion Street, London, on the 7th of September 1786, and his body was interred at Hanwell, Middlesex. He was son, we believe, to Jonas Hanway, who was made a captain in the navy, July 29, 1703, and died May 11, 1737; and brother to Thomas Hanway, made a captain in the navy, April 5, 1754; a commissioner of the navy January 1761, and died October 1, 1772; he had another brother, who was a clerk in the navy office.

We have before observed that the earliest historical notice of Portsmouth appears in the Saxon Chronicle of 501; when Porta, a Saxon chief, landed here in order to assist Cerdic in the subjugation of the Belgic provinces, in England. In 1101 Robert, Duke of Normandy, landed here, with a considerable force, in order to enforce his claim to the crown of England, but which he afterwards relinquished. In 1123, Henry I. passed, his whitsun week here, previous to his departure for Normandy. The Empress Maud, with her brother Robert, Earl of Gloucester, landed at Portsmouth in 1139, and from thence marched to Arundel. In 1182, Henry II. made his will, near the sea side at Portsmouth, previous to his depar-

ture to conciliate the differences between the King of France and Earl of Flanders. In 1377, the French landed, and burnt and plundered Portsmouth, but were driven back to their ships, with great slaughter, by the inhabitants. In 1544, the French fleet, under D'Annebaut, admiral of France, came off the Isle of Wight, and stretched along the shore to St. Helen's, with intent to destroy Portsmouth; the English fleet, under Viscount Lisle, in the *Great Harry*, anchored off Spithead to receive them; and a distant cannonading continued for two days between the two fleets; but the French at length hauled their wind, and retired to their own coast. During the engagement the *Mary Rose*, one of the largest of the English ships, commanded by Sir George Carew, was overpowered by the weight of her own ordnance, and sunk; by this accident nearly six hundred men, with Sir George, were lost. Edward VI. visited Portsmouth in 1552, and planned new fortifications, as appears from his letter to his friend Barnaby Fitzpatrick.\* It was also visited by William III. in 1693. Charles III. of Spain, landed at Portsmouth in 1703, from whence he afterward proceeded to Lisbon. His late most gracious Majesty George III. paid two visits to this port; first in 1773, when he was present at a grand naval review; and again in

\* See Fortifications.



1794, after the defeat of the French fleet, by Lord Howe, when His Majesty surveyed the Fleet, the Dock Yard and other public departments; and at the same time, bestowed rewards on those officers, who distinguished themselves in the above glorious action. The most interesting event, in the modern history of Portsmouth, is the visit of his present Majesty, George IV. and the allied Sovereigns, in 1814, a particular account of which is given in a succeeding chapter.

Many other interesting historical notices are introduced in the descriptive parts of this work, to which they have a particular reference.

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The *Port of Portsmouth* extends from near the mouth of Southampton water, westward, to the extreme verge of Hampshire, at Emsworth, eastward; and in addition to the excellent roadsteads of Spithead, St. Helens, the Motherbank and Stokes Bay, its limits comprehend two most capacious harbours, viz. those of Portsmouth and Langstoné.

Its trade, not having been affected by the peace in any thing like the degree experienced by the rival port of Plymouth, still continues very considerable, the Duties, at the Custom-House for the year ended the 5th April, 1821, having exceeded ninety-three thousand pounds, the greatest proportion of which was for Imports; the policy of this

country having very judiciously exempted the Export of its own manufactures from any duty.

Portsmouth also continues to be a port of great transit, notwithstanding the convoys no longer assemble here, as during the war, for, its situation being nearly in the centre of the British channel, and its distance, by land, from London very short, considerable numbers of shipping, particularly those trading to the East and West Indies, put in here to take on board, or send on shore their passengers, who thereby avoid the dangers and delays so often experienced in the Downs and River.

We cannot pass over the article of revenue, collected at this Custom-House, without noticing the remarkable quantity of eggs imported here, from France, as it will scarcely be credited that so humble an article of food should produce, by a small rate of duty, so large a sum as five thousand pounds per annum, which amount it exceeded during the last year.\*

The Coasting Trade of Portsmouth is also very extensive; many of the adjoining ports being supplied with timber and other merchandize from it. Nearly six thousand suffrances for goods in transit coastwise, were prepared at the Custom-House, last year.

\* £ 5300 was paid, at the rate of ten pence for one hundred and twenty eggs, consequently 15,264,000 must have passed through this Custom-House.



The *Garrison* of Portsmouth, during peace, generally consists of two regiments of Infantry, Royal Marines, Royal Artillery, and Royal Marine Artillery, who are employed to protect the Fortifications, the Dock Yard, and other public property in the towns and outworks ; and the Royal Engineers for keeping the fortifications in order. The Garrison has a Governor, Lieutenant Governor, Town Major, Town Adjutant, &c. It would require about thirteen thousand five hundred troops to man the towns and forts in case of siege.

The *Navy* is under the command of an Admiral, who is Commander in Chief of the Port.

### CHAPTER III.

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#### THE FORTIFICATIONS OF PORTSMOUTH, &c.

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The Batt'ries, and the Platform's front,  
Threat'ning the ocean; speak the mighty strength  
Defensive; which whene'er the dreadful war  
Here shall direct the grim *Bellona's* steps,  
Shall rage aloud, fed from the smutty heaps  
Of sulphur, charcoal, and the nitrous salts  
Compounded.

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**T**HE Fortifications of Portsmouth, anciently consisted of a wall of timber, covered with earth; a bastion to the north-east; and two forts, of hewn stone, at the mouth of the Harbour, begun by Edward IV. and augmented by Henry VII. In the reign of Elizabeth it was fortified with new works. Charles II. on his restoration, directed great alterations, established new wet and dry docks, store-houses, rope-yards &c. which were again augmented by James II. In succeeding reigns it received great additions to its strength and magnificence, and is now the best secured from invasion of any town in Great Britain, of which it is very aptly termed the *Key*.

The present Fortifications form nearly an equal quadrangle. On the land side is an inner wall, of immense substance, rising to a considerable height, fronted with Portland stone, and a parapet wall of brick, with numerous batteries, redoubts &c.

at different space  
Alternate cannon stretch their dreadful throats,  
Commanding distant plains.

The Moats are of great depth and width, and can be filled with water from the sea: the whole is bounded by an extensive Glacis.

Fronting the sea is the *Queen's Bastion*, mounted with ten thirty-six pounders, and bombs of immense size,

Whose entrails made of jarring elements,  
Burst from their prison, bear each bound away,  
And spread a quick mortality around.

To the right is a very strong triangular redoubt, and near the entrance to the harbour is the *Platform*, or *Saluting Battery*, mounted with four thirty-six, and twenty-one twelve pounders; this is the signal station, for communicating the orders of the Commander in Chief to the ships at Spithead. Here is established a *Reading Room*, for the officers of the navy and army, and principal inhabitants: this room was erected in the reign of Charles II. for a state chamber.

At the entrance to the harbour is the *Round Tower*, (begun by Edward IV.) this has been re-

built, and is of great importance to the defence of it. From the Point to the Quay gate, the town is defended by a high wall of stone, in the centre of which is a bastion, projecting into the Camber; this being of little service for its defence, is fitted up for the officers of the Royal Engineer Department to reside in.

The *Ramparts*, which extend round the greater part of the garrison, form the most delightful promenade imaginable, the prospects embracing every description of pleasing objects. The beauty of the scene is much heightened by the attendance of military bands, and the numerous naval and military characters that mingle in the throng.

Here, fast rooted in their bank,  
Stand, never overlook'd, our fav'rite elms,  
Whose boughs, the Sun's meridian rays  
Too powerful do repel; while gentle gales  
Soft whisp'ring thro' the branches, murm'ring fan  
Each snowy neck.

Leland in his Itinerary, speaking of the town and fortifications, says “ the land heere, on the est  
“ side of Portesmuth haven, rennith farther by a  
“ great way strait into the se, by south-est from  
“ the haven-mouth, than it does at the west poynte.  
“ There is at this poynte of the haven, Portesmuth  
“ town, and a great round toure, almost doble in  
“ quantite and strenkith to that that is on the west  
“ side of the haven right agayn it; and heere is a



“ mighty chaine of yren,\* to draw from towre to  
 “ towre.”

“ The town of Portesmouth is murid from the  
 “ est tour a forough length with a mud waulle armid  
 “ with tymbre, whereon be great peaces both of  
 “ yren and brassen ordinauns; and this peace of  
 “ the waulle having a diche without it, rennith  
 “ so far flat south-south-est, and is the place moste  
 “ apte to defende the toun ther open to the haven.  
 “ Ther rennith a diche almost flat est for a space,  
 “ and wythin it a waulle of mudde like to the other,  
 “ and so thens goith round aboute the toun to the  
 “ circuite of a myle. Ther is a gate of tymbre at  
 “ the north-est ende of the toun, and by it is cast  
 “ up an hille of erths diked, wherein be gunnes  
 “ to defend entre into the toun by land. Ther is  
 “ much vacant ground within the toun waulle. Ther  
 “ is one faire streate in the toun from west to  
 “ north-est.

“ I learnid in the toun, that the tourres in the  
 “ haven-mouth were begon in King Edward the  
 “ Fourth's tyme, and sett forward in building by  
 “ Richard the Third: King Henry VII. endyd  
 “ them at the procuration of Fox, bishop of Win-  
 “ chester.”

Edward VI. thus wrote to his friend Barnaby Fitzpatrick, during his progress in 1552. “ From

\* A part of this chain may still be seen on Block-house beach.



“ thes, we went to Portismouth toune, and there  
 “ viewed not only the toune itself, and the haven,  
 “ but also divers bulwarkes; in viewing which, we  
 “ find the bulwarkes chargeable, massie, and ram-  
 “ parted, but il facioned, il flanked, and set in  
 “ unmete places; the toune weak in comparison of  
 “ that it ought to be, to house (for w<sup>in</sup> the *wallis*  
 “ are faire and large closis, and much vacant rome;) *wallis*  
 “ the haven noteable greate, and standing by nature  
 “ easie to be fortified. And for the more strength  
 “ thereof, we have devised two strong castellis on  
 “ either side of the haven, at the mouth thereof;  
 “ for at the mouth of the haven is not past ten score  
 “ over, but in the middal almost a mile over, and  
 “ in length for a mile and a hauf, liable to bear  
 “ the greatest ship in Christendome.”

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#### CHAPTER IV.

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#### THE TOWN OF PORTSEA, &c.

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A short space,  
Beheld on yonder spot the verdant grass,  
Or *Ceres'* yellow gifts, with annual joy  
Luxuriously reward the reapers toil:  
But *Anna's* reign diversified the scene,  
And rais'd the town, whose wide extent exceeds  
Her parent *Portsmouth*; blest with ev'ry art  
Of nations civilized.

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**T**HE increasing prosperity and importance of Portsmouth, rendered an augmentation necessary, but which could not be effected within its walls, and about the beginning of the last century, a few scattered houses made their appearance on a spot, then called Portsmouth-Common, situated to the north of the town: to which, at first, great objections were made, by the agents of government, on the plea that they would render shelter to the enemy, and the proprietors were only allowed to proceed on condition, that if the enemy landed at Portsmouth, the houses should be thrown down without compensation to the owners. The buildings however increased with an amazing rapidity, putting on the

appearance of a large town, instead of a suburb, and an act of parliament having been obtained in 1792, for paving and improving it, it assumed the title of

### THE TOWN OF PORTSEA;

it is about two miles and a half in circumference, and nearly in the form of a crescent, the inner line being formed by the Dock Yard, the Common Hard and the Gun Wharf, and the outer by the Fortifications and Mill Dam. It is separated from Portsmouth by a double line of fortifications. The communication is through the Quay gate-way, for carriages, and by a spur bridge at the top of St. Mary Street, for foot-passengers. Between the lines of fortification, and under the protection of both, is the *King's Mill*, erected on piles, at a considerable expense, by government, for the purpose of grinding the corn for the Victualling department, and from whence in case of siege the garrison would be supplied with flour. This mill is worked by water from the sea, which as the tide flows, fills a dam of great extent, (also forming a part of the plan of defence) in which it is confined till the tide has ebbed for some time, when the sluices are opened, and it works the mill as it re-passes into the harbour.

At the entrance to Portsea is *St. George's Square*;—the parish church being small and at a considerable distance from the town, an act of parliament was obtained in 1753, and *St. George's*

*Chapel* was raised by the voluntary contributions of the inhabitants.

No temple on the spot was found,  
Where the whole people might adore their God ;  
When rous'd by energy divine, a few  
Cojoin'd, and offer'd their industrious fruits ;  
And thus the sacred monument arose.

The chapel is in the centre of the square, and will be an everlasting honour to those to whose spontaneous feelings it owes its structure. The interior is neat, and has a beautiful organ.

In the square is the extensive and valuable Library of the Hampshire Society, containing every work of repute, and which bids fair, very soon, to rival any other establishment of the kind in the kingdom.

In the centre of the town is *Queen (Anne) Street*, stretching from the Dock Yard to the Lion Gates, a distance of half a mile, in a straight line, and filled with shops equalling the show shops of London. Running parallel with Queen Street, on the south side, is the *Old Rope Walk*, in which is the Hall of the *Beneficial Society*, where the infant poor are educated and brought up in the same principles as at the Green Row school, in Portsmouth.

On the north of Queen Street is *Prince George's Street*, in which is another spacious and elegant chapel, which was consecrated in 1789, and dedicated to *St. John*: the internal arrangements are particularly elegant; the altar is placed in a semi-circular recess, separated from the body of the chapel



by a screen of fluted Corinthian columns; the ceiling is richly decorated with stucco work. There is also a chapel for *Roman Catholics* in this street.

The *Independents* have a chapel in *King Street*, which was erected in 1813, at a considerable expense; the one they before possessed in Orange Street being much too small for their increasing congregation: this is a noble building, capable of containing two thousand five hundred persons.

In *Daniel Street* is a very commodious chapel, dedicated to St. Peter, for the *Wesleyans*; the *Jews* have a Synagogue in White's Row. There are many other places of worship for dissenters, particularly a very neat chapel for the *Baptists*, in Meeting-house Alley, and another for the same sect in White's Row.

Facing the Harbour, between the Dock Yard and Gun Wharf, is the *Common Hard*, the landing place from Gosport and ships in the Harbour. At the extremity of the town, close to the harbour, is the *Royal Laboratory*, the manufactory for cartridges for the army, with the offices and residences for the officers, which, with their gardens, have a very pleasing appearance from the ramparts. Near the Mill Dam, and facing the Fortifications, are the very extensive offices of the Royal Engineer Department.

Portsea having increased to such an amazing extent, it was necessary, as well for its own safety,



as that of Portsmouth, to extend the Fortifications around such part of it as was undefended, and accordingly they were raised about 1770, under the directions of the Duke of Richmond, then master general of the Ordnance, on as grand a scale as those of Portsmouth, with such improvements as modern art devised; having a quick-set hedge instead of a parapet wall; and a covered way on the exterior of the moats. These lines extend from the Harbour to the Mill Dam; in the centre of which is an extensive ravelin, connecting them with those of Portsmouth. The ramparts are pleasingly shaded with fine rows of trees, and are the resort of genteel company; commanding beautiful views of the Harbour, Portchester Castle, Portsdown Hill and the surrounding country.

The following statement of the population of the parish of Portsea, shews a great increase within the last twenty years.

	1801	1811	1821
No. of inhabited houses	4393	5768	7527
No. uninhabited - - -	25	95	532
No. building - - - -		148	17
No. of families - - - -	5524	7823	8676
No. of male inhabitants	11696	15459	17544
No. of females - - - -	13691	18005	20835
Total -	25387	33464	38379

The towns of Portsmouth and Portsea were formerly supplied in a very inconvenient manner, by carts, with that wholesome beverage—Water; but this has been obviated by the establishment of two companies, by acts of parliament, who supply it by means of pipes. The works of the Farlington Company are situated at a distance of more than seven miles from the towns, and those of the Portsea Island Company just without the fortifications.

Among the many *Societies* that adorn these towns, the *Royal Humane* deserves particular attention: in a seaport of such magnitude, casualties will sometimes occur; the benefit of this amiable charity has been fully evinced by the recovering from a premature death of upwards of two hundred persons, since its establishment in 1814. Receiving houses are appointed by the society, in the three towns, to which the bodies of persons apparently drowned are immediately conveyed; and rewards are distributed to individuals who exert themselves to save the lives of their fellow creatures. Its importance is marked by his Majesty being the patron, and the other characters, distinguished for humanity, by whom it is supported.

The *Auxiliary Naval and Military Bible Society* is also worthy of notice, from the christian charity shewn, to make the best return to our brave defenders, by instructing them in the only path that leads to true honor and glory. The object

of the society is to distribute the scriptures to sailors and soldiers at such reduced prices as come within the means of the individuals of either service.

The *Portsmouth and Portsea Ladies' Benevolent Society* has been eminently conspicuous in relieving the distresses of unfortunate objects; since its establishment in 1807, upwards of 18,000 individuals have received timely relief from its kind resources.

Besides the above, there are numerous other Societies, chiefly aiming at the same end—that most amiable of all virtues—CHARITY.

Charity!

Of all the virtues, which adorn the soul  
By far superior; ev'ry gift how vain,  
If this be wanting to extend her charms.

A *Philosophical Society* was instituted in 1820, under the patronage of the Members of Parliament for the County and Borough, which is becoming very popular; the members deliver lectures every Friday evening, at their rooms in Pembroke street.

A *Gas Light and Coke Company* was established, by act of parliament, in 1821, by whom that brilliant light has been introduced into the towns, and arrangements are at present in contemplation for extending it to the streets and other public thoroughfares, which will prove a great convenience to the inhabitants and visitors. The works are

situated near the Unicorn Gates, at the extremity of Portsea, whereby every inconvenience to the towns, arising from the manufactory, is avoided.

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The principal entrances to Portsea are by two very lofty and elegant gateways, distinguished by the titles of the Lion and Unicorn Gates, from the former having a fine sculpture of that noble animal in charge of the British flag, and the latter that of the Unicorn in their pediments.

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## CHAPTER V.

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### THE SUBURBS.

#### SOUTHSEA, THE BATHS, RIDES, DRIVES, &C.

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Each rising sun shall dart its glitt'ring beams  
On the encreasing plan of architects.

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**N**OTHING can more clearly demonstrate the prosperity of these towns, than the vast and rapidly increasing extent of their Suburbs; which since the commencement of the late war, have put on the appearance of numerous towns, extending from the Harbour's side to Southsea Common, a distance of two miles and a half in length, and on the London road as much in breadth.

At a short distance to the southward of Portsmouth, is SOUTHSEA, the retreat of visitors to this delightful spot. Southsea, besides many open and airy streets, comprises five elegant Terraces, raised within a few years, at the extremity of the glacis,



commanding extensive views of the Fortifications, Isle of Wight, Spithead, and the Harbour, in and out of which vessels of all descriptions are constantly passing.

The *King's Terrace*, is a beautiful row of houses, uniformly built of white bricks, which give it a light and pleasing appearance. In the pediment is a Statue of his late Majesty, in his coronation robes, in honour of whom this Terrace was projected by THOMAS CROXTON, Esq. from whom the TOWN OF CROXTON, immediately in the rear of the Terrace takes its name. Underneath the Statue is inscribed:

### GEORGIO III.

ANNOS QUINQUAGINTA REGNANTI HARUM ÆDIUM  
CONDITORES HANC STATUAM POSUERE.

1809.

On the right are *Landport* and *Hampshire* and on the left *Jubilee* and *Bellevue Terraces*. To those who are partial to more retired residences the beautiful and shady situation of *Elm Grove*, with its elegant villas, is particularly inviting. At the entrance to it stands the *Bush Hotel*, secluded from the noise and bustle of the towns, it possesses every accommodation for the comfort and convenience of private families. The *Drives* from thence to the Promenade Rooms, Baths, and round the

Island of Portsea, are extremely pleasant, and the views richly diversified; the numberless beautiful cottages spreading in every direction, give a delightful finish to the whole.

### ST. PAUL'S CHURCH.

This Church, which is erecting under the directions of “His Majesty’s Commissioners for Building and promoting the Building of New Churches”, in *Saint Paul’s Square*, at the back of Landport Terrace, will, when finished, form one of the finest specimens of Gothic architecture in this kingdom; while utility and strength are to be the leading features of the building, its decorations will be extremely neat and chaste. The body of the Church is 94 feet in length and 60 feet in width, exclusive of the stair-cases, corridor, vestry, &c. A large proportion of the seats will be free, for the accommodation of the poorer classes of society, and the remainder will be let for the purpose of supporting the officiating minister. The exterior of the Church is of Bath stone; it has four turrets at the angles, measuring 80 feet in height; the window frames are of cast iron, highly ornamented. The principal entrance, at the west end, is decorated with a carved niche on each side of the centre door, which, with the side entrances leading to the galleries, the ornamented buttresses, and other decorations, produce

very fine effect. The galleries are supported by cast-iron gothic columns. A large proportion of the front gallery is intended for the accommodation of the children of the national school. The ceiling will be coved or arched, springing from each side wall of the church, intersecting with the pointed arches over the windows : as it will be ornamented with suitable cornices, and the roof is to be so constructed as to render unnecessary any columns for its support, the ceiling will have a very interesting and grand effect.

The erection of so noble a structure in a parish of such magnitude as this, is highly creditable to the judgment and taste of his Majesty's Commissioners, and the design will form a memento of the science and skill of FRANCIS GOODWIN, Esq. the Architect. It is intended to enclose the Church with a cast-iron railing. The ground on which it stands, is the free gift of D. G. HEWETT, Esq. of Landport-Terrace.

### THE PROMENADE ROOMS

are situated on the Beach, not more than five minutes walk from the Towns, and within sight of the Terraces. They are tastefully fitted up, and have recently undergone extensive alterations ; here during the bathing season, assemblies and concerts

take place ; the London daily papers, every morning and evening, the Brighton, Bath and Cheltenham papers ; magazines, reviews, and whatever is likely to contribute to the pleasure and entertainment of the subscribers is amply provided : attached is a library of the most esteemed works.

The *Machines for Cold Bathing*\* range along the beach, immediately adjoining the above Rooms.

Here crowds of languid men  
 Shall haste to press the health producing wave.  
 Here too the pallid nymph, by sickness kept  
 From innocent amusements, shall depend  
 On *Neptune's* pow'r, to gain the kind relief ;  
 Nor aught deceived, the oily saline wave  
 Circling her beauteous form, while she well pleased,  
 The chrystal stream, with pliant limbs divides,  
 Each gland obstructed and each pent up pore,  
 The cause of ill, shall penetrating free ;  
 The juices well concocted in their tubes,  
 Without impediment shall freely flow,  
 The rosy flood depos'd her beauteous cheek,  
 Starts from its exile, and regains its throne ;  
 Nor shall dull vapours then her spirits clog ;  
 These in their mazy circles shall proceed,  
 With nicest harmony, their wond'rous round :  
 While she with conscious dignity shall rise,  
 Like a new *Venus* from the briny sea.

This health-producing recreation may be here enjoyed in a greater degree than at any other watering-place in the kingdom ; the pureness of the water, from the rapid flowing and ebbing of the tide, and the fine gravelly bottom of the beach

\* Invalids and others, using the Hot or Cold Bath, will find much useful and necessary information in *Mr. Williams's " Essay on the Utility of Sea Bathing, in preserving Health, and as a remedy in Disease"*, which may be had of the Booksellers in Portsmouth.



(there being neither mud or sand) cannot be surpassed. In consequence of the boldness of the shore, the machines do not proceed two yards before they have sufficient water—thus avoiding that long and unpleasant exposure, experienced at most of the other bathing shores. The *Shower* and *Warm Baths* are fitted up with suitable convenience for those for whose lax nerves the cold would be too powerful. The *Machines* are commodious and strongly built—male and female guides are constantly in attendance.

The Glacis, the Beach, and Southsea Common\* form most extensive and agreeable promenades, where the salubrious and invigorating sea air is inhaled in all its purity.

### SOUTHSEA CASTLE.

See!

The tow'ring Castle all tremendous seems :  
 Look how the foaming surges sweep around,  
 And whirl the pebbles from the sloping shore,  
 Whilst this superior to their greatest pow'r,  
 Unshaken stands.

About a mile to the south of Portsmouth, and on the most southern point of the Island of Portsmouth, stands *Southsea Castle*, built by Henry VIII.

\* Southsea Common is a large tract of land, extending along the shore, nearly two miles from the fortifications: it was purchased by the Government, to prevent individuals building on the site.

in 1539. It was then fortified with a counterscarp, moat, ravelins, pallisadoes, &c. in succeeding reigns it was still further fortified and secured; but becoming very dilapidated and ruinous from time and the encroachments of the sea, the greater part was reformed in 1814, under the superintendence of the late Major-General FISHER, then Commanding Royal Engineer. It consists of a strongly fortified tower, surrounded by a noble terrace, also fortified; a moat with covered way, which communicates with the Castle by means of a subterraneous passage, rendered impregnable. The interior will contain a garrison of two hundred men. The Castle is approached by a winding passage and drawbridge. The royal arms of Charles II. have been replaced over the entrance.

By the explosion of nine barrels of cartridges, the east wing of the Castle was destroyed, on the 22d August, 1759, and seventeen persons lost their lives. The door of the magazine, containing a vast quantity of powder, in the other wing of the Castle, was burst open, but luckily it did not communicate with the powder, or the whole of the Castle must have been blown to atoms.

The district of the *Halfway-houses*, stretching up the main road, is of considerable extent. In the White Swan Field, are the Works of the Portsea Island Water Company; also a commodious School Room, erected and supported by

charitable contributions, for inculcating proper ideas and principles in the minds of the rising indigent generation, after the plan of the Rev. Joseph Lancaster. Farther on the road, are the residences of the principal Officers of the Royal Engineers, and Barracks for that very useful corps, by whom the fortifications are kept in order, and who are continually employed in projecting such improvements as the modern art of defence points out. In the rear of these Barracks is the Royal Marine Infirmary.

By the harbour's side is another district called the *Flathouses*.

A few years since the Villages of *Kingston*, *Fratton* and *Buckland*, were of very confined extent, but these have increased at such an amazing rate, that the suburbs are a continuity of building from one end to the other. The Island of Portsea consists of but two Parishes—that of Portsmouth, the greater part of which is within the fortifications—and Portsea, which includes the Town of Portsea, the villages and suburbs. The Parish Church of the latter, which is situated at Kingston, is by no means capable of containing its numerous parishioners the burial ground is of very great extent, but, although crowded with monuments, there are few likely to raise a feeling of curiosity either from their antiquity or remarkableness: in one corner of the ground, fifty of the unfortunate crew of the *Royal George* (who sunk at her anchors at

Spithead) were interred in the same grave; the full particulars of which are recorded by a plain monument on the wall.

*Buckland* and *Fratton*, contain many very elegant houses, and farms of considerable extent.

In 1817 an act of parliament was obtained for cutting a Canal through the Island of Portsea, and rendering the line of inland navigation, by the river Arun, complete from London to Portsmouth. This Canal is now nearly finished: its entrance into the Island is in Langstone Harbour, near Fort Cumberland, and running through the heart of the Island to the Halfway-houses, finishes in a capacious basin immediately adjoining the London road. At the entrance an engine is erected, of great power, for the purpose of filling the Canal from the sea. This great and spirited undertaking will be of considerable service to the commerce of these towns—obviating the continual dangers and delays at present experienced by procuring merchandize coast-wise, from contrary winds and the exposed situation of the coast from Portsmouth to London. The banks of the Canal afford a pleasant walk through the prolific gardens and highly cultivated fields, and which may be continually varied from the number of bridges which intersect it, communicating with routes to every part of the Island.



## CUMBERLAND FORT.

Now varied objects here conspire to please,  
 Whether the eye looks o'er the azure flood,  
 Till the horizon strains its view, or if  
 Tracing the neighb'ring country's elegance,  
 That fertile spreads, to where the modern fort,  
 The once too-much neglected coast defends;  
 This, when *Britannia*, midst impending ills,  
 From superstition's gloom, and Papal chains,  
 By Heav'n's decree, a god-like youth preserv'd,  
 And crush'd her enemies, a slender pledge  
 Of gratitude arose, and *William's* name  
 Immortalized the work.

*Cumberland Fort* is situated on the south east point of the Island, about four miles from Portsmouth; commanding the entrance to Langstone Harbour; it was erected in 1746, in honour of the late Duke. The fortifications surround an area of great extent, having secret communications, and is fortified with one hundred pieces of cannon, it is capable of containing a considerable number of troops, with convenient residences for the officers.

To the north of Cumberland Fort, adjoining the harbour of Langstone, are manufactories of *Salt*, carried on by Messrs. Sharp and Glendening: a part of the land here, and at Hilsea, is extra-parochial.

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## CHAPTER VI.

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### GOSPORT, HASLAR HOSPITAL, &c.

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Westward a mile, see GOSPORT, sister town,  
Adorns the scene, and claims the due regard.

From sweet commercial arts,  
Her grandeur springs, the just pre-eminence.

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**G**OSPORT, an extensive market-town, situate opposite to Portsmouth, on the western side of the Harbour, was, when *Leland* wrote of it in the reign of Henry VIII. a small village, inhabited by fishermen; but, from its contiguity to the grand arsenal of Portsmouth, has greatly increased in extent: it consists of three principal streets—*High-street*, *North-street*, and *South-street*, with many others of minor importance. The High-street is of considerable extent; at the lower end, fronting the beach, stands the Market-House, a modern erection;

the town previously was greatly incommoded by its being in the centre of the street, similar to that of Portsmouth, at the present time ; here are several good Inns, a Theatre, and two Dissenting Chapels. To the north of the High-street is *Cold Harbour*, a fine square, one side of which is open to the Harbour, of which it commands a pleasing view. In this square is the celebrated Naval Academy conducted by Dr. Burney, from whence have emanated many of those distinguished characters, whose deeds have done themselves and their country honor :

Here the enquiring soul  
On the *Newtonian* wing, extends her flight  
Through worlds unnumbered ; soaring from the reach  
Of matters chain, she instantaneous cuts  
Infinite space.

Gosport is a chapelry to the Parish of Alverstoke ; the Chapel, situated on the south side of the town, is a plain but capacious structure, surrounded by a burial ground of some extent. The organ was built under the superintendence of Handel, for his divine oratorios : at his demise, it was purchased by the Duke of Chandos, of Cannons, and after passing through the hands of a broker, was bought for the use of this chapel for a very small sum.

Gosport is fortified on the land side ; but not in so secure or substantial a manner as Portsmouth ; there is nothing in the works to attract attention. The entrances to the town are by two arched gateways.

## HASLAR HOSPITAL.

The eye, struck with admiration, sees  
 A stately Fabrick rise, where is display'd  
 The glorious art of architects, adorn'd  
 With ev'ry decent use; and not unworth  
 A Princely guest.

Hither are the hapless men,  
 Whom Fate decrees corroding pains t'endure,  
 And wasting sickness, brought to find relief,  
 From human art, by heav'nly favour blest.  
 From hence the happier race, whom kinder she,  
 In battle dooms t'experience wound on wound,  
 Shall heal'd depart, and boast the honor'd scars.  
 When thus convinc'd humanity controuls  
 Their fellow countrymen, to yield each aid,  
 Which they enjoy, nor cruel negligence,  
 Shall to affliction add, nor woe to woe;  
 What zeal! what ardor! shall inspire their hearts,  
 And give a vigor, scarcely natural,  
 To crush th'advancing foe; no languid love  
 Of native land, shall then in doubtful war,  
 The balance turn; and Victory extend  
 Her pow'rful arms towards the enemy;  
 But the dear pledge, shall fill their honest souls,  
 And thro' the thickest lines propel their way.

This noble Hospital stands at a short distance to the south-west of the entrance to the Harbour, and was erected between the years 1746 and 1762, at the very earnest recommendation of the Earl of Sandwich, near the site of an old castle, called *Hazel-worth Castle*. It is separated from Gosport by a branch of the Harbour, which is crossed by a ferry, regulated by the Governor. The Hospital consists of a grand front, four stories high, and 567 feet in length, with two side wings, at right



angles, each extending 553 feet, consisting of two distinct ranges of buildings; these are surrounded by an airing ground, containing 33 acres, which is enclosed by a wall, twelve feet in height, and near a mile in circumference.

In front of the Hospital is a neat military guard-house, where a guard is constantly on duty, to prevent disorder.

The entrance to the outer court is by a pair of handsome iron gates, with a side entrance, close to which is the Warder's Lodge, and at the extremity of the court, to the right, are the Fumigating House and Store for the clothes of all the patients admitted, which having undergone the necessary process of cleaning, are stowed away on racks alphabetically arranged. Near this are the residences of the Steward, and Agent, and nearly opposite the centre of the north wing is the Dispensary. To the left of the entrance is the Lieutenant's Office, and farther on is the washing house and drying ground.

Within the Hospital is an area of great extent, presenting a fine grass surface: the approach to this is through a lofty entrance, in the centre of the grand front, having three ranges of massive arches. At the extremity of the area are the residences of the Governor, and Officers of the establishment. The Chapel, situated in the centre of the area, is a very neat piece of architecture, 72 feet in length and 36 in breadth.

There are altogether in the Hospital, 114 wards. Above the entrance is a large hall, 100 feet in length and 50 in breadth; out of this hall the operation room is taken, and in another part of it vapour baths are erected, on the plan of the Hon. Basil Cochrane. The centre room, above, is appropriated for the reception of Agent's stores, and the upper one appertains to the Surgeon's department. Both these rooms, as well as the six lobbies, containing from six to eight beds each, are included in the 114 wards. The other wards are all uniform, 60 feet long and 24 broad, each fitted up with accommodations for 20 patients.

The side wings are separated near the centre by arcades, beyond which is another double range of wards, intended for patients labouring under infectious disorders, whilst those near the front of the building are occupied by other classes of medical diseases. Within the Hospital are arcades 24 feet in breadth, extending the whole length of the front and wings, under which the patients take their exercise.

Most excellent water is procured from two wells in the airing ground; the water procured from the tower, outside the enclosure, not being good, is only used for cleaning the Hospital, and such great attention is paid to cleanliness, that the drains are washed by water from the sea, at every rise of the tide.

There is a bathing house, for patients having infectious disorders, who are supplied with clothes belonging to the establishment.

In the pediment is a fine bold sculpture, of Portland stone, of the Royal Arms, with the emblems of Navigation and Commerce, the former pouring oil on the wounds of a sailor, and many other appropriate devices.

The Hospital will contain about 1800 patients, exclusive of attendants. Seamen and Marines only, were formerly admitted; but upon particular occasions Soldiers also have been received.

The most distinguished of the Faculty are employed, and experience has proved that those, whom Fate compels to enter here, recover their health sooner than at any other establishment of the kind in Great Britain.

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To the northward of Gosport, but within the fortifications, is *Weovil*, the very extensive Government Brewery and Cooperage, with immense stores for wines, &c. Here, as at the other public departments, every thing is on a grand scale, and conducted with the greatest regularity. It communicates with the Harbour by a canal, and has an extensive basin and quays. From thence wine, beer, water &c. is supplied to the Navy. Within the works are the residences of the different officers.



Still farther to the northward, adjoining the Harbour, is *Priddy's Hard*,—the magazine from whence the Navy is supplied with gunpowder; here, as at Tipner, every precaution is taken to prevent casualties, and the building is bomb-proof, for

Should the least spark of fire, unheeded fall,  
Or nat'ral clash of elements aloft,  
Dart thro' the roof, immediate death bespreads  
Her gloomy wings, on all th'inhabitants;  
Each splendid dome, in shiver'd fragments tost,  
And *Portsmouth's* beauties buried in the dust.

Opposite to this, on a small Island in the Harbour, are the ruins of *Borough Castle*, reported by tradition to have been built by King Stephen.

In the neighbourhood of Gosport there are several extensive Villages. *Forton*, extending from the town about a mile on the London road, has many buildings in pleasant situations. A Military Hospital was, a few years ago, erected here, but it has since been converted into barracks; the part occupied by the soldiers consists of four pavilions, connected by an arcade of great extent, and on the opposite side of the square are the quarters of the officers.

Near the extremity of Forton are barracks which, during the late war, were used as a dépôt for French Prisoners. Although, happily, it is now unoccupied, yet the busy scenes that have here attracted the attention deserve to be noticed;—



near four thousand men have been confined in it at one time,\* but, much to the honor of the British Government, the irksomeness of their situation was alleviated by every means that the nature of the case would admit, and, with the exception of being deprived of their liberty, those poor fellows whom the “fortune of war” compelled here to take up their abode, had no cause for complaint; a highly enviable state when compared with the sufferings of our fellow-countrymen in their prisons. Here no hands were idle—whilst some were employed in carving models of ships and every kind of toys, others were braiding work boxes, &c. in straw, and which when finished were ranged without the pallisadoes of the inner area, through which strangers, who were admitted to the outer court, were solicited, with all the persuasive looks and gestures the French are masters of, to become purchasers; others again exhibited curious and ingenious pieces of mechanism, for which they reaped a plentiful harvest from the hands of the numerous visitors:—all were as cheerful as the birds of the air, till at length the overthrow of the “dread tyrant of Europe” restored them to their long-lost families and homes—from whom may there never be occasion again to call them forth for the destruction of their fellow-creatures.

\* In 1813, there were 3972, besides 9227, on board the hulks, in the Harbour, and near 5000, at Portchester Castle, making upwards of 18000, at this port.

Passing the small and retired village of *Berry*, we arrive at *Alverstoke*, commonly called *Stoke*, a pleasant retreat, commanding extensive and interesting views. In front of the village is the well known resort of merchant ships called *Stoke's Bay*. Gosport, as before observed, is a Chapelry to this village; the church is spacious, and of great antiquity, containing many curious monuments; over the communion table is a painting of the Lord's Supper. Here is a triangular column of stone, erected in 1669, called the *Gill-kicker*, a landmark for ships bearing up to the roadsted.

Near the point of land called the Kicker, stands *Fort Monkton*, erected at the instance of the Duke of Richmond, on a similar plan to Fort Cumberland. At present it is the head quarters of the Royal Marine Artillery, a corps whose utility was greatly experienced during the late war. Between this and Haslar Hospital are barracks for Infantry. A wall of great height has been erected in front of the Hospital and for a considerable distance along the the coast, to defend it from the encroachment of the sea.

On the west side of the entrance to the Harbour is *Block-House Fort*, mounted with a tremendous battery, almost level with the water, and commanding the whole of the channel from Southsea Castle.

Two fairs take place at Gosport annually on the 4th of May, and 10th of October: the Markets are held on Tuesdays, Thursdays, and Saturdays.

The following is the *Census* of Gosport and Alverstoke, taken in 1821.

*Gosport. Alverstoke.*

Inhabited Houses - - - - -	1248	830
Uninhabited - - - - -	311	141
Building - - - - -	2	4
Male Inhabitants - - - - -	2076	2038
Females - - - - -	3478	2750
Total - - - - -	10342	

Total in 1811 12212.

## CHAPTER VII.

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### THE DOCK YARD, GUN WHARF, HARBOUR, SPITHEAD, &c.

#### THE DOCK YARD.

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The regal Dock, appears to charm  
The gazing eye, and fills the curious mind  
With admiration and applause.

*Britain's* Hope, Fame, Ornament, and Shield,  
These which in distant countries claim respect  
And *Albion's* glory shew; the magazine  
Of arts, where symmetry exactest sways,  
And order rules in ev'ry part, to form  
The wond'rous whole.

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**T**HE first and most earnest wish of Visitors to to this celebrated Port, is a view of the Dock Yard, and, we believe, whatever their imaginations of it may be, they cannot, before they have seen it, form any just idea of its grandeur and importance: here, every thing is conducted on a scale to the full extent that the genius of man ever devised, and order and regularity reign in a pre-eminent degree.



This Yard was established in the reign of Henry VIII. and has received such additions and improvements in almost every succeeding reign, that it is now the first in the world. It is situated in Portsea, adjoining the Harbour, and covers an extent of from 115 to 120 acres of ground. The whole was enclosed, on the land side, in the reign of Queen Anne, by a brick wall, fourteen feet high, which entirely secludes it from the town. Within the Yard are manufactories for every kind of naval store, of great extent;—slips for building, and docks for repairing ships of the largest class;—immense store-houses;—a handsome mansion for the Commissioner, and residences for the different Officers;—naval and architectural Colleges, &c.

The chief entrance to the Yard is by a handsome gateway for carriages, on the right of which is a smaller one for foot-passengers, guarded by warders and sentinels. The hours for viewing the Yard, are from ten till three o'clock in summer, and from ten till two in winter. Visitors who wish to inspect every part of it, should be at the gates by ten; they are first requested to enter their names and places of abode, in a book kept for the purpose, when a warder will attend them and point out the various objects.\*

\* To prevent inconvenience, it is necessary to remark, that Visitors should either procure an order from the Commissioner, Sir G. Grey, Bart. or take a respectable inhabitant of the town to the Gates with them, as the Warders have very proper instructions not to admit strangers indiscriminately.

The first attraction is the *Mast Houses*, on the left,—the manufactory, and grand deposit for masts and yards for the royal navy. As we wish in this account of the Dock Yard, to give every information that will contribute to the illustration of the scene, and interest the visitor, we subjoin the dimensions of the masts and principal yards of ships of 110, 80, and 50 guns.

<i>Names of the Masts.</i>	110 GUNS. 2164 TONS.			80 GUNS. 1620 TONS			50 GUNS. 1044 TONS.		
	<i>Length.</i>		<i>Dia</i>	<i>Length.</i>		<i>Dia.</i>	<i>Length</i>		<i>Dia.</i>
	ft.	in.	in.	ft.	in.	in.	ft.	in.	in.
Mainmast - - - - -	117	..	39	107	.	35½	92	.	29
Maintopmast - - - - -	70	..	20¾	64	.	19¼	53	.	16
Main-top-gallant-mast -	35	..	11½	32	.	10¼	26	6	8½
Foremast - - - - -	103	6	34½	95	9	31½	81	6	26½
Fore-top-mast - - - - -	62	10	20¾	59	9	19¼	48	.	16
Fore-top-gallant-mast -	31	..	10¾	28	6	9½	24	.	8
Mizenmast - - - - -	101	4	23	93	.	21½	78	9	19½
Mizen-top-mast - - - -	52	..	14	46	.	13¼	40	.	11½
Mizen-top-gallant-mast -	26	..	8½	23	.	7½	20	.	6½
Bowsprit - - - - -	74	..	37	68	.	34	56	.	29
<i>Names of the principal Yards.</i>									
Mainyard - - - - -	102	4	24	93	.	22	82	.	19¼
Foreyard - - - - -	89	1	21	81	4	19¾	72	.	17
Mizenyard - - - - -	87	..	16	76	.	14½	.	.	.

In these houses are preserved the remains of some masts, that have been wounded by shot, or shattered by lightning in a most singular manner.

There is a large basin, opposite the mast houses, for seasoning timber for the use of the yard.

We now proceed to the *Rope House*, which deserves particular attention, especially if the men should be employed in manufacturing a large cable, which is so laborious an undertaking, although much reduced by machinery, that they cannot continue at it more than four hours in the day. This house is three stories high, 1094 feet long, and 54 broad; the hemp is prepared and spun into threads in the upper stories, which are made into cables on the ground floor; and to prevent accident by fire, this is formed of plates of cast iron.

The stalk that bended to the smallest gale,  
And broke at slightest touch, by human art  
Protracted, join'd and spun, by just degrees,  
Attains prodigious strength; the thread, the rope,  
And cable's greater pow'r, thus concord yield.

On entering at one end of the building, and surveying the workmen through the whole length, they appear more like dwarfs than men of our own stature. The following are the number, size, and weight of cables carried by ships, according to their rates.

No. of Guns.	No of Cables	Size in inches	Length in fathm	Weight of each Cable		
				<i>Cwt.</i>	<i>qrs.</i>	<i>lbs.</i>
110	9	23½	120	138	..	..
	1	14	120	49	..	..
80	8	21½	120	115	2	..
	1	13	120	42	1	..
50	7	18½	120	85	2	..
	1	11	120	30	1	..

Adjoining the rope house is the depository for Anchors, many of which weigh from 90 to 95 cwt.



hundreds of these are laid up, in the greatest order, and painted, to preserve them from rust, till there may be occasion for them. The following are the number, weight, and value, carried by ships of

110 GUNS.								
Anchors.	No. allowed	Weight of each.	Total Wt.	Rate per Cwt.			Value.	
		<i>Cwt.</i>	<i>Cwt.</i>	<i>£.</i>	<i>d.</i>	<i>s.</i>	<i>£.</i>	<i>s.</i> <i>d.</i>
Bower - - -	4	90	360	4	12	4½	1662	15 0
Stream - - -	1	21	21	2	8	3½	50	14 1½
Kedge - - -	1	10½	15½	2	7	3	36	12 4½
Ditto - - -	1	5						

80 GUNS.								
Bower - - -	4	76	304	4	12	4	1450	5 9
Stream - - -	1	18	31½	2	7	3	74	8 4½
Kedge - - -	1	9						
Ditto - - -	1	4½						

50 GUNS.								
Bower - - -	4	52	208	3	4	9½	706	0 0¼
Stream - - -	1	11	16½	2	7	3	38	19 7
Kedge - - -	1	5½						

We now pass by immense Storehouses, in which every description of naval munition is kept in great quantities, and in such order, that the hand may be placed on whatever is wanting, without the least confusion. On the centre of the middle store is the Clock by which the time of the workmen is regulated. Opposite to these stores are the Sail, and Rigging Houses; on the top of the latter is a



beautiful circular Observatory.—This useful and highly ornamental building was erected under the superintendence of the present Commissioner, the Hon. Sir George Grey, Baronet, and is a landmark for ships making up to Spithead. Should the atmosphere be clear, we would recommend strangers to visit it, when they will be gratified by beholding one of the grandest views that this, or any other country can produce.

Between the rigging house and stores there is a Canal, 660 feet in length, having wharfs on each side for unloading stores, &c. from transports and merchant ships, for the service of the Yard.

Passing by the different Offices, we arrive at the great *South Dock*, capable of receiving a ship of the largest class for repairs; near this are the *King's Stairs*, and landing place for officers in his Majesty's service, and then the grand *Basin*, 380 feet in length, and 260 in breadth, including an area of two acres and a half; in this basin, ships are received with all their standing and running rigging to be examined; from it extend four docks, viz. the *South*, *North*, *North-east*, and *Middle Docks* in the basin, for repairing ships. The whole of the docks have been much improved, by having immense roofs built over them—preserving the ships and workmen from the inclemency of the weather. When ships are taken into dock, which is generally done at high water, the locks, or gates are closed,

and the water is pumped out by the Steam Engine of the Block Machinery, which, when working two pumps, makes 18 strokes, and throws out 20 tons of water per minute. Here, five first rates may be docked, cleaned, undocked, and ready for sea in one day.

Near this is the great *North Dock*; this, as well as the south, communicates immediately with the Harbour by means of caissons, or locks. There are two other docks, called *Camber-head* and *Camber-stern*, for repairing Frigates in, also communicating with the Harbour. In these docks, the ships, whilst under repair, will be viewed with much interest,—some undergoing a thorough repair, having the whole of their planks taken off,—others cut in two, for the purpose of being lengthened,—others, again, fitting with the improved round stern, on the plan of Sir Robert Seppings, and as

The Phœnix, wondrous bird!  
By length'ned years, its thread of life spun out  
Consumes its body; from the dying fires,  
When the last ashes sink, and lucid stream  
Curls in the ambient air, new plum'd ascends,  
And wings its way, fresh vigor'd to the skies:

thus “*Britain's Bulwarks,*” after length of years and the brunt of numberless engagements have reduced their strength, again emerge in new-formed majesty.\*

\* The *Royal William*, which was the Guard Ship at Spithead, during the late war, was built in 1676, and was the last ship of the *English* navy; from authentic records, it appears she was repaired at this Dock Yard in 1693 and 1719; her timbers and materials were at length so much decayed, that she was broken up in 1813.

## THE BLOCK MACHINERY.

By modern art and new invention raised.

The machine by which the blocks of every description are formed, are the most splendid and ingenious that have ever been erected in the world, and entitle their inventor to a high rank among the mechanics of the present age. A Patent for the invention was taken out by *Mr. Mark Joambard Brunel* in 1802, and at the recommendation of Gen. Bentham, Government resolved to erect a set in this grand arsenal. The machinery was set to work in 1804, and consists of 44 machines, driven by a steam engine of 32 horse power, erected by Messrs. Boulton and Watts. The manual labour required is simply to supply the wood as it is wanted, and to remove the blocks from one machine to another, till they are completely finished. In order to convey some idea of these machines, and of the effects they produce, we shall trace the whole process from the rough timber to the finished block.

By means of four sawing machines, distinguished for the ingenuity of their construction, viz. the *straight cross-cutting saw*, the *circular cross-cutting saw*, the *reciprocating ripping saw*, and the *circular ripping saw*, the timber is cut into parallelpipedes of the proper size for the blocks. The blocks, in this rude state, are taken to the *boring*



*machines*, of which five are used, for the purpose of boring a hole for the centre pin, and another at right angles to this, at the same time, for the commencement of the mortice, which is to contain the sheave. From this machine, the blocks are taken to the *morticing machines*, of which three are used. These beautiful machines give motion to one, or more chisels, in a vertical direction, which mortice out the cavities for the reception of the sheaves. A chip of the thickness of a piece of pasteboard is cut out with the most wonderful accuracy, and these chips are prevented from accumulating, by means of a piece of steel at the back part of each chisel which drives them out. The chisels make from 110 to 115 strokes every minute. When the cavities are morticed out, the blocks are taken to the *corner saws* of which there are three, by which the angles are cut off in succession, by means of a circular saw, fixed on a maundril.

When the blocks are thus sawn into a polygonal figure, they are carried to the *shaping engine*, the object of which is to shape them to the segment of a large circle. For this purpose, ten blocks are fixed by their extreme ends between the rims of two equal wheels, fastened upon the same axis. These wheels are then made to turn with amazing rapidity, so as to bring the blocks successively against the edge of a fixed gouge, which thus cuts them to their proper curvature. A progressive motion is also



given to the gouge, in order to give the blocks their proper curvature in a direction at right angles to the planes of the wheels between which they are fixed. When one side of the blocks is thus shaped, all the ten are, by an instantaneous movement, turned a quarter round so as to expose another side to the gouge, which shapes them as before, and in this way the third and fourth sides are formed of the proper shape. Three of these engines are used for blocks of different sizes. The blocks are now taken to the *scoring engine*, which is intended to form the score, or groove round the largest diameter, for the reception of the ropes or straps of the blocks.

By the above machines, which are on the ground floor, the shells of the blocks are formed. The next part of the operation is the formation of the sheaves, (on the floor above) which are made of *Lignum Vitæ*. By means of two saws, the *straight saw* and the *circular saw*, the tree of *lignum vitæ* is cut into pieces, approaching to a circular shape, and nearly of the intended sheave. These pieces are taken to the *crown* or *trepan saw*, with a centre bit in its axis. When the wood is properly fixed, the saw is applied against it, and cuts it into a circular form with great rapidity, while it, at the same time, forms a hole exactly in its centre.

The sheaves are now taken to the *coaking engine*, a machine remarkable for the ingenuity which it displays. It is employed to form, in the centre of

the sheave, a cavity of the shape of three small semicircles, arranged at equal intervals round the centre hole, formed by the crown saw. This cavity is intended for the reception of the coak, or metal bush, which is made of copper, zinc, and tin, and cast of the same shape as the cavity now formed. When the coaks are inserted into the sheave, the *drilling machine* is employed, to perforate the three semicircular projections of the coaks and the wood beneath, in order to fasten the coaks by copper pins put into these holes. The pins being placed into the holes then drilled, are rivetted by means of the *rivetting hammers*, which are made to strike a heavier blow at the end of the operation. The sheave is now carried to the *broaching engine*, and fixed to an axis revolving vertically. A broach or cutter is inserted in the hole, in the centre of the coak, for the purpose of enlarging it and making it truly cylindrical. The sheaves are then finished by the *face-turning lathe*, which has a sliding rest that supports the turning tool, and moves it slowly across the face of the sheave. As the face of the sheave which is thus turned is composed partly of the metal coak, and partly of wood, and as it has been found by experience, that different velocities are required for turning wood and metal, the machine has a very ingenious contrivance for changing the velocity when the tool passes from the wood to the metal.

Besides the machines already mentioned, there are five others, viz. the *turning lathe*, by which the iron pins are cut to their proper diameter; the *polishing engine*, by which they are polished, and which is sure to detect those that have flaws in them; the machine for *boring very large holes* in any position, which is used for the largest size of blocks; the machine for *making dead-eyes*; and the other for *making tree-nails*, used in fastening the planks to the timbers of ships.

By this machinery the blocks are made with the nicest precision, a quality that was always found wanting in those before made by hand, which oftentimes rendered them unserviceable at the moment when the quickness of their movement was intimately connected with the fate of the ship.

To give a pretty accurate idea of the expedition of these works, we will state the number of blocks that can be made per day. The first set of machines make those from four to seven inches in length, at the rate of 700 per day: these have wooden pins. The second set make those from eight to ten inches in length, at the rate of 520 per day: these have iron pins. The third set make those from eleven to eighteen inches in length, at the rate of 200 per day, so that upwards of 1400 blocks may be made daily. All the blocks for the service of the navy are supplied from this yard.



Near this machinery is the entrance to store-houses, under ground, for tar, pitch, and such other articles as are not of a perishable nature. Under these stores is a large reservoir for holding the water pumped out of the docks.

### THE ANCHOR FORGE.

Now from the group of buildings, cloudy spires  
Ascend, where work the stout posterity  
Of him, who first on *Lemnos*' happy shore,  
Precipitated by the ire of *Jove*,  
From high *Olympus*, taught her kinder sons,  
The Iron's friendly use, and wholesome pow'r.

Hark ! how the anvil groans beneath the blows,  
Alternately resounding ; from the fire,  
Pierce issuing, see the rude unfashion'd mass,  
Till by degrees, the sons of *Fulcan*'s art,  
Mould to the end desir'd ; the Anchor then  
The finish'd work appears, and stops their toil.

In this place the anchors for the navy are manufactured, which weigh from 20 to upwards of 90 cwt. It is astonishing to what extent the combined powers of man may be carried, to whose apparently slender arm, such amazing substances yield, and are formed with the minutest accuracy.

To shew that the nicest symmetry is attended to, we will give the dimensions to which every anchor of 90 cwt. is reduced.

	ft.	in.		ft.	in.
Length of the shank -	19	11	Size of the Trend - - -	0	10½
Length of Flocks - - -	6	7½	Size of the small end - -	0	8½
Breadth of the Palms -	3	3½	Outer diam. of the Ring	3	3½
Thickness of ditto - -		3¼	Thickness of ditto - - .	0	4½



These ponderous pieces of iron are lifted on and off the fires by means of cranes. The bellows, which are hung in pairs, require the aid of machinery to use them.

The first view of this place is truly awful;—the roaring of the tremendous fires,—the incessant din of the weighty sledges, and the smutty visages of the men employed, give it an appearance more than human, and we may almost imagine ourselves transported to the depths of *Ætna*, surrounded by *Vulcan* and his numerous *Cyclops*;—but

Grieve not ye worthy men ! nor murm'ring blame  
The destiny's decree, tho' ev'ry pore  
Issues the lucid drop ; or tho' fatigue  
Closes the day ; sweet mental peace is yours,  
And grateful sleep the constant balm renews ;  
At ev'ry morn each fibre aptly strung  
And muscle vigorated, feels its force ;  
To you the wholesome ore, affords the tide  
Of health, and blesses with a length of years.

Adjoining this are the *Copper Foundries, Mills, &c.* in which the whole of the copper for the service of the navy is manufactured. After being melted in large furnaces, it is rolled out into sheets by mills, driven by a steam engine of 56 horse power; this, when in full work, manufactures 35 tons of copper per week, from the raw material.

The machinery for rolling out the copper and iron bolts, driven by the same engine, will be viewed with surprise and astonishment.

The following is an account of the sheets of copper, counter-sunk nails, and paper, used in coppering the bottoms of ships.

No. of Guns.	Sheets of Copper.	Counter-sunk Nails.			Paper.
		Cwt.	qrs.	lbs.	Reams.
110 . . . .	4123	29	3	4	20
80 . . . .	3388	25	2	2	17
50 . . . .	2226	18	1	12	14

By the side of the harbour are the slips for building ships on, where they may be viewed in regular progression, from the laying of the keel to the finished hull.

### SHIP BUILDING.

Shall we ungrateful then forget the tree  
 Whose lofty boughs *Britannia's* trophies bear!  
 The Oak, which loyal midst disloyalty,  
 To regal dignity a refuge gave;  
 Hence royal called; nor wanted this  
 The epithet to claim; was once this tree  
 Banish'd our fertile land, the glory then  
 Of *Albion* falls, and *England's* name no more,  
 Shall *India's* wond'ring sons articulate:  
 Then rouse yourselves my countrymen, nor let  
 Our late posterity lament the loss  
 Of this, our nation's ornament; but strive  
 To make futurity as equal blest.

This useful tree, the happy subject is  
 Of those, whose famed dexterity displays  
 The mighty pow'rs of man, when civiliz'd.  
 The timber fell'd, is hewn in smaller parts,  
 And shap'd according to the end design'd:  
 First the curv'd keel appears, from whence arise  
 The crooked ribs, to which the soundest plank  
 Internal and external join: the beams  
 Massy are rais'd, and next the spacious decks,  
 From the sides stretching, the capacious womb  
 Divide; then ornament begins to reign,

And whilst the hold the merchant's warehouse braves,  
 The parlor's elegance the cabin boasts.  
 These yet secure from Neptune's piercing streams,  
 By other arts are made, and aid require,  
 From the tall tree, the trembling tender stalk,  
 This softer substance, and that pitchy juice  
 That well commix'd the smallest entrance close.  
 ----This form, when *Adam's* rash unhappy race  
 Rush'd madly, to the plenitude of vice,  
 And call'd destruction down, to *Noah* taught  
 By Heav'n; from gushing waters safely kept  
 His family; succeeding ages saw  
 Its usefulness, and copied the machine.

But mark how glorious! when the body form'd  
 By nicest art, well finish'd and prepar'd  
 To press the briny elemental wave :  
 The shores remov'd, the fearful screw applied,  
 First the vast body smallest motion feels,  
 Till by degrees, when gravitation's pow'r  
 Acts on the wond'rous work; the plane inclin'd  
 Smokes thro' the sliding weight; the gorgeous ship  
 Receives her name, and rushes on the flood.  
 From ev'ry gazing eye, shoot sparks of joy;  
 And heartfelt bliss spreads an enchanting smile  
 On ev'ry cheek, while from th' admiring crowd,  
 Applausive "shouts run echoing thro' the skies,"  
 And happy omens hail the auspicious day.

The remaining part of this side of the yard is occupied as a depôt for timber, with the necessary saw-pits, stone-masons' yard, stables, &c. In the boat-house, every description of boat is kept ready for service, in great numbers.

We now return, passing in front of a fine terrace, occupied by the principal officers of the yard. Opposite the front of this terrace are the house-carpenters', joiners', and wheelwrights' shops. In the centre of the area, which these respective buildings form, is a statue of WILLIAM III, in the costume of a Roman, inclosed by palisadoes, having on each

angle the regal crown. On the pedestal is inscribed “*Gulielmo, 3 optimo regi, 1698. Ricardus Norton Humillime, D.D.*” The mould loft, and carver’s shop now present themselves, in the latter of which the works of Mr. Hellyer, the present carver, are worthy the attention of visitors. Near these are the residences of some other officers of the yard. We now pass the chapel, a very neat edifice, principally for the use of the officers and others employed in the yard, but to which the public are also freely admitted; in the small cupola, hangs the bell of the late Royal George, which unfortunately sunk at Spithead. Next to the chapel is the very elegant mansion of the resident Commissioner, with suitable offices.

## THE ROYAL ACADEMY.

----a form of elegance  
 Strikes on the roving eye; a royal pile  
 By GEORGE’s bounty rais’d, to educate  
 Those who by fortune’s kinder lot decreed  
 Their Country to defend; with gentle art,  
 To form their tender minds, and grace the soul  
 With each embellishment.

*The Royal Academy* was founded by George II, in 1729, and was much approved of by his late Majesty George III. The number of students, at first, was very limited, and finding it did not keep pace with the great increase of our naval establishment, his late Majesty authorised its enlargement, and expressed his royal wish that it should in future be styled



## THE ROYAL NAVAL COLLEGE.

The Building was accordingly altered, to the proposed increased establishment of from 40 to 70 young gentlemen, of whom 40 scholarships are invariably reserved for the sons of commissioned officers. They are taught the various principles and practice of navigation, marine surveying, gunnery, fortification, mechanics, drawing, &c. requisite to render them fit for his Majesty's naval service, of which they are intended members.

----From these pacific arts  
 Their country's voice shall call the youth to rule  
 Her floating forces. *Rodneys, Drakes, and Howes,*  
*St. Vincent and Curtis,* hence shall shine again;  
 And a new *Nelson* blaze his glory forth,  
 To mount illustrious to eternal fame.

Opposite the college, is the Academy for instructing young gentlemen, of liberal education, in the theoretical and practical part of ship-building, established by his late Majesty in 1809. The number of apprentices is limited to 25, who are styled the *Superior Class of Shipwrights*. Their term of apprenticeship is seven years, in which they are taught such sciences as are likely to make them able and useful ship-builders—from among whom officers of the description of master-measurers, foremen, &c. will be selected, and from these, the superior officers of the Dock Yards and Surveyors of the Navy will ultimately be made.

Proceeding by the pay-office, guard-house, &c. we again arrive at the gates, on the left of which is the residence of the principal warden, a gentleman of great urbanity—at all times accessible and accommodating to strangers.

During the war, the number of men employed, in the Yard was about 4,200; but since the peace the establishment has been reduced, and at present they amount to about 3000.

The allowances for salaries and contingencies for 1821, were, for the dock-yard, £49,183 8s. 2d. and for the royal naval college and school for naval architecture, within the yard, £6,926 16s. 3d. making a total of £56,110 4s. 5d.\* This does not include any part of the expense for materials.

Some idea of the magnitude of ship-building may be inferred from the following statement:—A first-rate man of war, requires about 60,000 cubic feet of timber, and uses 180,000lbs of rough hemp in cordage and sails. The ground on which the timber for a 74 would require to grow would be

\* Grants for salaries and contingencies for the different Dock Yards, for 1821:

PORTSMOUTH	-	-	-	-	-	-	-	£49,183	8	2
Do. NAVAL COLLEGE & ACADEMY	-	-	-	-	-	-	-	6,926	16	3
PLYMOUTH	-	-	-	-	-	-	-	43,511	11	0
CHATHAM	-	-	-	-	-	-	-	35,438	13	2
WOOLWICH	-	-	-	-	-	-	-	29,802	10	0
DEPTFORD	-	-	-	-	-	-	-	28,731	11	7
SHEERNESS	-	-	-	-	-	-	-	24,078	13	0

14 acres. It requires 3,000 loads of rough timber, each load containing 50 cubical feet: 1,500 well-grown trees, of two loads each, will cover 14 acres, at 20 feet asunder. The expense of a three-decker, in the hull alone, is near £100,000, to which we will add, supposing her to be a 120 gun-ship, for masts and yards, £4552; rigging, £3,184; stores, £15,184, making a total of £122,920, besides her guns, which amount to near £5,000 more.

One part of the dock-yard has, unfortunately, fallen a prey to the destructive element of fire, at three different periods:

The first fire broke out in the hemp-house, between 12 and 1 o'clock, on the morning of the 3d July, 1760, and notwithstanding every exertion was used, it was not got under till past two in the afternoon, by which £40,000 damage was done.—This was conceived to have been purely accidental, as the night was very tempestuous, and a flash of lightning nearly blinded a watchman on the spot.

On the 27th of July, 1770, another fire broke out in the laying-house, which soon communicated to the new hemp-house. From a calculation, transmitted to the Admiralty, it appears the loss amounted to £149,000. From the fire bursting forth in several places at the same time, suspicions were entertained that it was an intentional act—but no discovery was ever made of the offender.

The fire which would have been the most dreadful in its consequences, had it succeeded to the full

extent of its vile projector's intention, took place in the evening of the 7th Dec. 1776. This wretched incendiary, since well known by the appellation of *Jack the Painter*, but whose real name was *John Aitkin*, by birth a Scotchman, conceived the horrid idea of destroying the whole maritime power of this country, unassisted, and apparently with little prospect of reward. Happily he was stopped in his vile career ; the very machines with which he intended to effect his purpose, completely failing, although he had taken unusual pains in their construction. The fire broke out in the rope-house, but owing to the assistance that was at hand, it was got under, after doing, comparatively, very little damage. It was considered to have been the effect of accident, till the 15th of the following January ; when on removing some hemp, in the hemp-house, one of those machines was discovered. It consisted of a large piece of wood, hollowed out and filled with combustibles ; it was covered over with tin, full of holes, to admit the air, with a tube and match at each end, which appeared to have been on fire, but, providentially, it went out, without doing farther mischief. The damage amounted to about £60,000.

This wretch immediately proceeded to other parts of the country in pursuit of his diabolical purpose, but was at length taken, tried, and found guilty, on incontestible evidence, and executed on the 10th March, 1777, on a gallows, 64½ feet high, (being formed of the mizen-mast of the *Arethusa*)



near the dock-gates ; his body was afterwards hung in chains on Block-house Beach,\*

Since the above period, such extreme vigilance has been used, that no fire of any consequence has occurred. Pipes are laid for conveying water to every part of the yard, and which are kept constantly full by means of the steam engine.

Thus have we endeavoured to give every particular, worthy the attention of visitors to this celebrated arsenal—where, as has been justly observed, every thing is upon a mighty scale ; and, abstractedly considered, the efforts of human industry seem too weak and impotent to achieve the important works that are here displayed.

\* An account of the life of this wretch, written by himself, with his portrait, appears in the "Portraits and Lives of Remarkable and Eccentric Characters."

## THE GUN WHARF.

Destruction to its greatest height, exalted :  
 Which sad necessity thro' man's elapse,  
 Must partly justify ; for dire attack,  
 Demands as dire repulse : yet curst the man !  
 Who from earth's entrails, tore the sable means,  
 To actuate each engine ; was the race  
 Of mortals, wanting in destructive arts ?  
 Or was the murd'ring *Catapulta's* force,  
 For human malice, still inadequate ?  
 Fell not the stone pervading limpid air,  
 With shock sufficient ? that invention's pow'r  
 Was rack'd, to render force more horrible.

Then roar'd the cannon's voice, whose dreadful sound,  
 Shaking the atmosphere, to distant shores,  
 With thund'ring terror, spreads its wide alarms.

The *Gun-Wharf* includes several very extensive stores, with the necessary shops for repairing, and residences for the officers, and is the grand depôt for cannons, mortars, shot, shells, and every description of ordnance store ; from whence, during war, fleets are equipped with those destructive engines. It is situated in Portsea, but from which it is entirely excluded (like the Dock-Yard) by a wall that extends from the Hard to the Quay, a distance of half-a-mile ; a great part of the ground has been recently gained from the sea. The principal entrance is in St. George's-square ; immediately within the gates, on the right, is a modern building, in which is an armory for 21,000 stand of arms, kept in the completest order ; this is on a similar plan to the armory in the Tower of London, although not on so extensive a scale. The terrific appearance of so great a number of fire-arms is forgotten in the neat

taste and ornamental display of their arrangement. In the stores are the carriages of the guns, and every kind of munition, except gun-powder, ready to equip a fleet at a moment's notice. The balls and shells are placed in immense pyramidical piles; the cannon are placed on the wharfs;

- --trembling

We view the frequent rows of fashion'd ore.

The most interesting part of the Gun-Wharf, is the immense park of cannon, landed from the ships laid up in ordinary, on the new ground; each tier of guns having the ship's name marked on them; the whole were employed during the late war, and in them we may almost trace its glorious naval events, from the commencement, to the close;—these are the very engines that, in the hands of British seamen, have “taught submission to our proudest foes” and caused our flag to be respected in every part of the world; and

Whene'er again our country calls for aid,  
Against our treach'rous enemies, shall serve  
Their purpose.

The Gun-Wharf is divided by the branch of the harbour that flows into the mill-dam, from the quays on each side of which, the stores, &c. are conveyed to the ships by lighters of the establishment. The residences for the officers, near the entrance, are handsome and convenient structures. The peace establishment consists of about 200 men, including officers.

## THE HARBOUR.

*Neptune's* kingdom ; whose translucent wave  
Round searching, the commodious Harbour forms  
And safe from harm, our Royal Navy shades.

The *Harbour* is the finest in the world, and is sufficiently capacious to contain the whole British Navy, where they may ride in perfect safety ; completely sheltered from every wind, free from bars or impediments of any kind, affording good anchorage, with sufficient water for a first rate to enter at any time of tide, the strength of the ebb tide preventing the accumulation of sand or any other substance, and the numerous batteries that defend its entrance, give it unrivalled advantages. Besides the above, by the Dock-Yard and Gun-Wharf ranging along its shores, expeditions may be here fitted out with a dispatch, almost incredible. The entrance is not three-hundred yards in breadth ; it is about four miles in length, and in some parts two miles wide. About a mile and a half from its entrance, it branches out into three principal lakes, one of which runs up to Fareham, another to Portchester, and the other to Portsbridge ; besides these, there are various other branches, where ships of small burthen ride at their moorings. Near its entrance, is the *Camber*, very convenient for the commerce of the towns, from whence merchandize is landed at the Quay, adjoining the Quay Gates.



The view of the Harbour, from the shore, is magnificent in the extreme, being adorned with every thing that can render it interesting and imposing; holding the main part of Great Britain's naval power, her principal bulwark against her foreign enemies, and by which she has raised her name, as a nation above all others;—here lie, what a few years since were the proud boasts of her most despotic foes, above whose flags the British has rode triumphant;—here the glorious achievements of the late war are again renewed in the fond imagination of every British heart; and, the Nelson, the Victory, the Trafalgar, and the Waterloo\* awaken ideas of glorious deeds performed, and hopeful expectations of the future.

The Admiral and Commander in Chief of the Port, has his Flag flying at the main-top-gallant-mast head of the principal guard ship in the Harbour, of which there are three fully appointed, for the purpose of seeing that the ships in the port are carefully watched, by sending guardboats round the Harbour, during the night. Every ship laid up in ordinary, has a boatswain, gunner, carpenter, and cook, with their respective servants and extra men on board. There are also Officers to superintend the Ordinary, under the Commissioner of the Dock Yard.

\* Names of Ships in the Harbour.

## A TABLE,

Showing the time of *High Water* in the Harbour.

\*.\* For the Moon's Age, refer to the Almanacks of the current year.

Moon's Age.			High Water.			Moon's Age.			High Water.		
<i>Days.</i>	<i>hours.</i>	<i>min.</i>				<i>Days.</i>	<i>hours.</i>	<i>min.</i>			
0	11	30				15	11	30			
1	12	18				16	12	18			
2	1	6				17	1	6			
3	1	54				18	1	54			
4	2	42				19	2	42			
5	3	30				20	3	30			
6	4	18				21	4	18			
7	5	6				22	5	6			
8	5	54				23	5	54			
9	6	42				24	6	42			
10	7	30				25	7	30			
11	8	18				26	8	18			
12	9	6				27	9	6			
13	9	54				28	9	54			
14	10	42				29	10	42			

The tide flows into the Harbour seven hours, and ebbs a little more than five. The vertical rise of the Spring Tides is 18-feet 12-inches.

The tide runs to the eastward at Spithead, from half ebb in the Harbour, to half flood in the Harbour, when the main tide runs from the eastward through Spithead and into the Harbour, till the tide has half done at Spithead. So that when it is High Water at Spithead, it is only half flood in the Harbour, and when High Water in the Harbour it is half ebb at Spithead. Here the tide runs to the westward seven hours, and to the eastward a little more than five. On the change and full of the moon, it is High Water at Spithead at 24 minutes past 9, and in the Harbour at 30 minutes past 11; making tide and half tide.

## SPITHEAD.

The ship, majestic moving, steers her course,  
 To where more glorious naval numbers shade  
 The lovely *Vectis*' coast; to these approach'd  
 From her tall sides, the seeming lightning pours  
 And snowy clouds, in circles spread around,  
 Whilst awful thunders fill th' attentive ear;  
 This homage due to the superior flag,  
 Commanding all the fleet; which soon returns  
 New lightning, thunder, and the snowy cloud,  
 Innoxious, pleasing to the eye and ear.

----now

How beautiful the sight appears? the lines  
 Commanding wonder; these declare thy strength  
 O Albion

The Roadstead of Spithead, which is about three miles from the mouth of the harbour, and near midway between Portsmouth and the Isle of Wight, is of sufficient extent for 1000 sail of the line to ride at their anchors at one time. During the war it was, and is now, the principal rendezvous of the British Navy; it is also the resort of Indiamen and other ships of commerce. It affords most excellent anchorage, and from its sheltered situation, the ships not only ride in perfect safety, but boats can put off and approach the shore at times when in the Downs, and on other parts of the coast, ships are obliged to cut their cables, and run to any port for safety.

*Spithead* derives its name from a bank, that extends from the west side of the entrance to the Harbour and the Kicker Point, for near two miles to the southward, where it finishes in a point, called *The Head of the Spit*, or *Spithead*. Vessels of small

burthen may sail over the bank, but ships of the first class must go to the southward of it, to approach the Harbour, by a channel pointed out by the different buoys. This channel is so securely defended by Southsea Castle, and other batteries, that it would be impossible for any hostile ship to reach the mouth of the harbour. To the westward of Spithead is the *Motherbank*, affording good anchorage for merchantmen; and where ships arriving from any suspected part, undergo the very wise regulations of Quarantine, preserving the country from any danger of the introduction of plague, or other infectious disorder; for which purpose a ship, termed the *Lazarette*, is stationed here, to prevent any communication with the shore or boats, until it may be done with safety. The space for the above purpose is marked out by yellow buoys, within which no vessel is suffered to enter, under very severe penalties, which are always very properly enforced. To the eastward is the well-known roadstead of *St. Helens*.

### LOSS OF THE ROYAL GEORGE.

About the centre of Spithead, is a red buoy, pointing out the spot where the unfortunate Royal George of 108 guns, sunk at her anchors on the 19th August, 1782.—The following is a brief recital of the melancholy event: The Royal George had just returned from a cruise, in which she had made more water



than usual ; as it did not decrease after she came up to Spithead, an order was issued on the 14th August, for her to go into dock ; the carpenter and others, after a strict survey, finding that the leak was not more than two feet below the water mark, and supposing it to be occasioned by the rubbing off the copper sheathing, resolved, in order to save time, to heave her down where she was. It was meanwhile discovered, that the pipe for the occasional admission of water, to cleanse and sweeten the ship, was out of order, and that it was necessary to replace it with a new one. As the ship required to be heeled very much for this purpose, the greater part of her guns were removed to the opposite side from the leak : but not expecting the ship to heel so much as she did, the crew neglected to stop the scuppers of the lower deck, so that the water coming in on the deck, she, for some time stole down imperceptibly. During this business the greater part of the crew were at dinner ; as soon as the dangerous situation of the ship was discovered the drum beat to arms, to right the ship, but in vain—in a few minutes she fell on one side, filled with water, and the guns, shot, &c. falling from the other side, accelerating her descent, she went to the bottom before any signal of distress could be made. By this sudden and dreadful catastrophe nearly 900, out of about 1200 persons that were on board perished, including about 250 women. The loss of Admiral Kempenfelt, whose flag was then flying on board,

was universally lamented. A victualling hoy, lying alongside of the ship, was swallowed up by the vortex, occasioned by her sinking.

The following observations and opinion on the state of the Royal George, on the 11th June, 1817, by Mr. ANCELL, of his Majesty's Dock-Yard, who descended on the wreck in the Diving Machine, will be found interesting :

“The wreck appears to lay with her head about W. S. W. with a considerable list to port. The quarter-deck, fore-castle, and round-house, with the larboard topside, as low down as the range of the upper-deck, are entirely gone. The starboard side I did not see. The oak strakes, amidships of the flat of the upper deck, are very much eaten by worms in several places, so as to shew the beams and framing beneath. The whole of the fir appears quite sound, and as perfect as when first laid, but the deck is much twisted by the ship's falling over so much forward and aft. The wreck has a beautiful appearance, when about a fathom above the deck, being covered with small weeds, interspersed with shells, star-fish, and a species of the polypus, lying on a thin, greasy, grey sediment, about an eighth of an inch thick. From the great inclination of the deck forward and aft, I was enabled to extend my view considerably beyond the limits of the diving machine, which was lowered down about the after hatchway, and proceeded from thence forward over the larboard

bow, passing over the different hatch and ladderways, where we occasionally stopt, to examine the size of the beams, &c. All below the upper deck, is a perfect solid of fine black mud. When suspended over the larboard side of the ship, she appears a rude mass of timber, lying in all directions, and I have every reason to believe the after part is fallen in, as I found it so much more perfect, and less inclined as I approached the midships, and the increase of soundings abaft, still tend to confirm my opinions on this head.

There can be no doubt, I think, of the state of the ship being such, as to preclude the possibility of her removal either together or in detached parts.' The depth of water on the wreck is eleven fathoms.

### BURNING OF THE BOYNE.

At eleven o'clock in the morning, on the first of May, 1795, a fire broke out on board his Majesty's ship Boyne, of 98 guns, at Spithead, commanded by Captain the Hon. George Grey. The flames burst through the poop before the fire was discovered, and spread so rapidly, that in less than half an hour this noble ship was in a blaze fore and aft. Every exertion to extinguish it proved abortive; immediately on the fire being noticed by the fleet, all the boats were sent to her assistance, by which most of the crew were saved; eleven only are supposed to have perished. All her guns being loaded, went off as they became heated, the shot falling among the ship-



ping, and some even reached the shore in Stoke's Bay. About half-past one o'clock, she burnt her cables, and drifted slowly to the eastward, till she took the ground opposite Southsea Castle, where she continued to burn till near six o'clock in the evening, when, the flames having reached the magazine, she blew up with a tremendous explosion. A white buoy, about three quarters of a mile to the southward of Southsea Castle points out the spot where it occurred. Sir P. Parker, the Port Admiral, made a signal, from the Royal William, for all those ships in danger to drop down to St. Helens, which, notwithstanding the wind and tide were unfavourable, was done with the greatest promptitude and judgment.

### THE MUTINY.

On the 15th of April, 1797, a Mutiny, to an alarming extent, broke out among the seamen on board the ships at Spithead. Perhaps the British nation had never been engaged in a contest in which the importance of its naval power was more apparent than at that time; it not only looked to it for safety, but its very existence as a nation depended on it. It was therefore not without the most serious apprehensions, that this spirit of disaffection was observed. The professed, and, we believe, the real motives of it were, the redress of certain grievances respecting their pay and provisions. On the signal being made for sailing, the men of the Admiral's



ship refused to obey the orders of their officers, which was communicated to the whole fleet (according to a signal previously concerted) by their running up into the shrouds, and giving three cheers, which was instantly answered by the other ships. With the exception of the disobedience of orders, the conduct of the seamen was orderly and peaceable throughout. Delegates were appointed from each ship, to represent the fleet, and petitions were presented to the Admirals on the spot, stating their grievances; and in which hopes were expressed that answers would be given, before they were again ordered to get under weigh; but this was qualified with the exception, "*unless the enemy were known to be at sea.*" Things remained in this alarming state, till the 14th of May, when Lord Howe arrived from the Admiralty, with an Act of Parliament, passed on the 9th, granting an additional allowance, and also his Majesty's Proclamation of Pardon to such as immediately returned to their duty. Affairs being thus adjusted, the flag of disaffection was struck, and the fleet prepared to put to sea, to encounter the enemy. While they were waiting for the desired redress, an attempt of some of the delegates to board the London, of 98 guns, was resisted by the officers, who ordered the Marines to level their pieces;—the Marines obeyed, and in the skirmish five Seamen lost their lives. The crew of the London then turned her guns towards the stern,

and threatened to blow all aft into the water, unless the officers surrendered, and Admiral Colpoys and Capt. Griffiths were confined in separate cabins, for several hours. With the above exception, no lives were lost on this memorable occasion.

We will now turn to scenes of livelier interest. Here, during the most eventful period in history, a period of twenty years of the most desolating war, when the flags of other nations have been insulted in their ports, and under their batteries, the British Flag has rode in perfect security : from hence the British Fleets have issued, with all the majesty of proud superiority,—not like the fleets of France and Spain—never to return, but to return crowned with victory and honour. From hence a *Howe*, a *St. Vincent*, and a *Nelson* have carried their thunders to distant shores, to curb the insolence of our haughty foes, or to punish the treacherous deeds of despotic states. And

May yet our Navy on the azure main,  
The nat'ral homage ask, and still receive ;  
The arbiter of jarring Princes prove,  
And Europe bless with each pacific good.

This has also, within these few years, become the summer resort of HIS MAJESTY, and his numerous train, who with his beautiful yachts, gives life and animation to the scene, which may he long live to enjoy, and to reign over this great nation, beloved by a generous and enlightened people.

The Portsmouth, Portsea, and Gosport *Annual Regatta*, recently established, consisting of contentions for Prizes, raised by the Inhabitants and Visitors, by *sailing* vessels and wherries, of various classes ; *rowing* and *sculling* matches, &c. over a piece of water, the most interesting in prospect of any in the kingdom, cannot fail to prove a source of attraction and delight to the nobility and gentry visiting the port ; who have an opportunity of viewing the candidates round the whole of the course, their manœuvering through the fleet at Spithead, &c. from the Ramparts and Southsea Beach. Its utility is evident, as it must keep alive that spirit for superiority in naval tactics so generally displayed, and so necessary to be inculcated in the breasts of British Seamen. The great unnumber of vessels belonging to the Port, must always insure a succession of excellent sport, and the owners of the wherries will have a stimulus for keeping their boats in good order, and consequently ensuring better accommodation to those who hire them.

## CHAPTER VIII.

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### THE BOROUGH OF PORTESMOUTH.

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----the gilded Court of Magistrates,  
With all its pageantry of pomp and show,  
Its place has here.

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**I**N the year 1194, RICHARD I. granted the Town its first Charter, in which, after declaring he retains *Portesmue* in his own hands, with all that belongs to it, he grants to its Burgesses the privileges of an annual fair, for fifteen days, and a weekly market : together with all the immunities, &c. enjoyed by the citizens of Winchester and Oxford. Since the above period, various Charters have been granted by succeeding Kings : that under which the Town is now governed, was bestowed by CHARLES I. The Corporate Body consists of a Mayor, Recorder, twelve Aldermen, and an indefinite number of Burgesses, with some inferior Officers. The Mayor is elected by the Aldermen, from one of their own body. The Aldermen are elected by the Mayor and Aldermen,



who have also the power of electing an indefinite number of Burgesses, a Recorder, a Town Clerk, a Coroner, and two Serjeants at Mace. The Mayor and three of the Aldermen are Magistrates for the year, who hold their court three times a week ; and, with the Recorder, their Sessions four times a year, in the Town Hall, over the Gaol, for the trial of all offences committed within the Borough and its Liberties, that are not capital.

The Borough of Portesmouth first returned Members to Parliament in the 23d of EDWARD I.\* In consequence of two parties having, for a length of time existed in the Borough, numerous petitions have been presented to the House of Commons, against the return of certain Members, since 1678, the whole of which we shall pass over to that presented by SIR GEORGE COCKBURN in 1820.

On Thursday, March 9, 1820, the election of two Members to serve in Parliament, for the Borough, came on in the Town Hall. The Candidates were, JOHN CARTER, Esq. Sir GEORGE COCKBURN, G.C.B. Vice-Admiral of the Blue, and a Lord of the Admiralty, and JOHN MARKHAM, Esq. Admiral of the Blue. At the close of the poll, the numbers were :

For JOHN CARTER, Esq.	-	-	-	53
Admiral MARKHAM	-	-	-	37
Sir G. COCKBURN	-	-	-	22

But objections were made to 26 of the votes given to

\* History of Boroughs.

Admiral MARKHAM, on the part of Sir GEORGE COCKBURN, as not being legal votes, in consequence of their being tendered by *non-residents*; and 14 Inhabitant Householders, in order to try their right of voting, tendered themselves for Sir G. COCKBURN, but their votes were refused to be taken and recorded by the returning officer, the Mayor. On the meeting of Parliament, Sir G. COCKBURN presented a Petition to the House, against the return of Admiral MARKHAM, which was referred to a select Committee of the Members, who reported to the House, on the 5th day of June,—“ That it appeared to the said Committee, that the merits of the Petition did, in part, depend upon the right of election; and therefore the Committee required the Counsel, on both sides, to deliver to the Clerk of the Committee, statements, in writing, of the right of election for which they respectively contended;—That, in consequence thereof, the Counsel for the Petitioner delivered in a statement as follows:—That the right of voting in the Borough of Portesmouth, as contended for by the Petitioner, is in the Mayor, Aldermen, and Burgesses of the said Borough only, such Mayor, Aldermen, and Burgesses, being resident within the said Borough, and the limits and liberties thereof; That the Counsel for the sitting Member delivered in a statement as follows: That the right of election of Burgesses, to serve in Parliament for the Borough of Portesmouth, is in the Mayor, Aldermen, and Bur-

gesses of the said Borough only ; That upon the statement delivered in by the counsel for the petitioner, the said Committee have determined, that the right of election, as set forth in the said statement, is *not* the right of election for the Borough of Portesmouth, in the County of Southampton ; that upon the statement delivered in by the counsel for the sitting Member, the said Committee have determined, that the right of election, as set forth in the said statement, is the right of election for the said Borough of Portesmouth.

On the 26th day of January, 1821, Sir George Garrett, Knt. the Rev. George Cuthbert, Clerk, and others, presented a petition to the House of Commons, setting forth, That the petitioners were advised that the right of election which had been so determined by the said Select Committee, was not the ancient, and true, and legal right of election for the said Borough of Portesmouth, and they were therefore not satisfied with the said determination of the said Committee, and were desirous of being admitted parties to oppose such right of election : Therefore to prevent the judgment of the said Select Committee from being final and conclusive, the Speaker gave notice, that the House had appointed the 10th day of May, to take the said petition into consideration.

The petition was referred to a Select Committee, accordingly, who again decided, “ That the



right of election for the Borough of Portesmouth, is in the Mayor, Aldermen, and Burgesses of the said Borough only.”

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The jurisdiction of the Magistrates of the Borough, by land and water, is comprehended within the following boundary ;—By water, from the boundary post, on Southsea beach, about one hundred yards to the Southward of the Promenade Rooms, to Block-house beach, up Haslar lake, through Forbes’s bridge to the causeway at Stoke, then up the other branch of the lake to the bridge that crosses to the Alverstoke house of industry, on Ewer common ; returning from thence, to Gosport beach, up Forton lake to the mill, to Hardway and up Bedneham creek, then on to Fareham Quay, and up the river to the bridge at the head of the mill-dam, then down the lake to Wicker hard, and on to Portchester, and from thence along shore to Paulsgrove, Wymering, and round Horsea Island to Tipner. From Tipner, by land, to the Vicarage field, and on to the boundary pillar, near the third mile stone, on the main road, from thence to Stubbington and along the lane to Kingston Church, to the boundary stone in Kingston pond, from thence to Lake lane, and down



Lake lane to Beeston's field, adjoining the common field, thence to Kingston Church Yard common field, on to Wish lane, and by the morass to the post on Southsea beach.

## CHAPTER IX.

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### THE ROYAL AND IMPERIAL VISIT TO PORTSMOUTH, IN 1814.\*

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Well hast thou stood, my country! the brave fight  
Hast well maintain'd:  
Beside thee *Europe's* noblest drew the blade,  
Each emulous in arms, the *Ocean Queen* to aid.

“ Welcome brave friends and comrades all.” *Scott.*

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**T**HE consummate skill and undaunted bravery displayed by the British Arms, with those of her most powerful allies, having, by a series of stupendous events, terminated the long and sanguinary war, the effect of the French revolution, it was natural, that the principal actors in those glorious scenes should feel an anxious wish to congratulate each other, in person, on the occasion.

Accordingly, by the express invitation of His Present Majesty, then His Royal Highness the Prince Regent, the Sovereigns of Russia and Prussia determined on a visit to this country,

\* This description of the Royal Visit is compiled from a very faithful account written at the time.

whose noble exertions in favour of the interests of those Princes, had justly acquired their gratitude, and commanded their admiration:—They wished personally to behold that people, whose unrivalled power had been generally employed for the good of mankind.

On their arrival in England, it was determined that they should visit this, the first naval arsenal in the world, where there is so much to satisfy and delight the mind anxious for the acquirement of knowledge.

As soon as it became known what time this visit would take place, much bustle prevailed in the towns and vicinity, and every preparation was made for the suitable reception of the illustrious visitants; and the garrison was augmented to between eleven and twelve thousand infantry, besides a considerable body of cavalry.

It having been announced on the morning of Wednesday the 22nd of June, that the Royal Party had left London, and would arrive here in the course of the afternoon, the troops took their respective stations, lining the road from the Government House, on the Parade, to the barrier gate, near the entrance to the Island of Portsea, a distance of upwards of three miles; and a party of artillery were stationed on Portsdown Hill.

About four o'Clock in the afternoon, the artillery on the Hill announced the approach of

His Royal Highness the Prince Regent, by a salute of twenty one guns ;—the ships of war saluted at the same time. Thousands on thousands were assembled in the streets,—on the houses,—at the windows,—and on every eminence from Portsmouth to Portsdown Hill:—this was the critical moment, expectation was at its highest pitch, a total silence prevailed, every neck was stretched, every eye turned toward the road, and every ear listening to discover the approach of the royal carriage. At length the sound of distant applause announced to those who were on the lines of the town, the Royal Cavalcade; and, as it approached nearer, the animation of the scene increased.—Thousands of tongues were shouting in unison; the military bands played the national anthem of “God save the King” as the troops presented arms and colours, and the trumpets of the escorts rent the air; all presenting a *coup d’œil* only to be depicted in the most glowing imagination. When the coach of His Royal Highness arrived within five hundred yards of the garrison, the saluting commenced, which consisted of a triple discharge of all the artillery of the ramparts and lines, and the fleet again fired a royal salute. These salutes were again repeated when His Royal Highness entered the Government House. The Royal Coach had been met about two miles from the town by a party of rope-makers from the Dock-Yard, who



ran before it as they did before the carriage of his late Majesty, being uniformly dressed, bearing wands, and the national flag. When the Prince arrived at the Landport Gates, the Lieut. Governor and Town Major of Portsmouth were in waiting.—The Gates were shut, and the Lieut. Governor, with due ceremony, presented to His Royal Highness the keys of the garrison, who immediately returned them with the usual command to *Open the Gates of His Majesty's Fortress*, in order that he might enter. The Gates were opened, and the Royal Party passed the draw-bridge amidst the most cordial welcome that ever greeted the ears of a Prince.

Upwards of eighty naval officers joined the procession in the High-Street, with His Royal Highness the Duke of Clarence, as Admiral of the fleet, at their head. The General Officers of the district, with their *Aides-de-Camp*, conducted the Cavalcade. His Royal Highness alighted at the Government House, amidst the incessant plaudits of an immense concourse of people, assembled on the parade, ramparts, and walls. His Royal Highness immediately gave audience to the Naval and Military Officers, and soon after made his appearance on the balcony in front of the house, to pay his respects to the people, who had given him a most dutiful and pleasing reception. When the Prince made his appearance, the applause was

redoubled, and he bowed to the assembly with much cordiality. After remaining some minutes contemplating the majestic spectacle which presented itself, he again bowed and retired amidst a reiteration of applause. The assembly in front of the Government House exceeded all description; the regular ascent of the ramparts, surmounted by the broad wall, which was also crowded, gave the whole the appearance of an immense amphitheatre. The Prince and his noble friends expressed their admiration of the scene, which they declared was both novel and unexpected; His Royal Highness observed, it exceeded any thing he ever saw.

Public anxiety was now turned towards the Emperor of Russia and King of Prussia, who had not yet come in. The gallant veteran Blücher was also an object of much anxiety; every one wished to hail the hero on his arrival. The Princes of Prussia arrived about seven, and the King about eight o'Clock, at the Lieut. Governor's House; the Emperor of Russia and the Duchess of Oldenburgh arrived at the Commissioner, Hon. Sir George Grey's, in the Dock Yard, about ten o'Clock.

The illuminations commenced early in the evening, and presented a scene of grandeur and delight unknown to a Portsmouth populace. The Government House was the prominent object, the decorations of which were the admiration of all.—Thousands paraded the streets till a late hour, in-

specting the various exhibitions, and the night passed off with the utmost order and regularity.

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The Government House has an extensive front, with a balcony in the centre, supported by four neat columns. In front of the building was the word *Peace*, of an extensive size; on the outside were two brilliant stars, and outside these stars, rather above, the initials *A.* and *F.* supported by laurel, well expressed. The balcony was decorated with festoons, and an imitation of drapery, the whole surmounted by a brilliant star and crown, the star being formed in transparency, with the letter *A.* in the centre of it. These various emblems were of large dimensions, admirably formed, and expressed in coloured lamps appropriate to the subject. In addition to these, there were lamps, in close double rows, along the parapet of the building, and at a short distance below, as well as around the windows. The columns that supported the balcony were also decorated with lamps in a serpentine form. The South front of the building was also adorned in a splendid manner: the whole producing a blaze of light and grand unity of design, which attracted and astonished thousands, during the greater part of three nights, on which it was exhibited. No description can convey any idea



adequate to the splendour of the scene. The illuminations generally were brilliant and appropriate to the great occasion.

On the second night of the illuminations, the *Impregnable* Flag Ship of His Royal Highness the Admiral of the fleet, lying at Spithead, was most brilliantly illuminated. The lights were placed in every port and window, and along the bowsprit and yards, exhibiting the form of a ship. At intervals, blue lights were shewn at every part of the ship, at the same instant, which had a most magic effect, and which appeared from the shore as so many stars. Rockets were also thrown in the form of a plume, the whole producing a most novel and pleasing spectacle. The men of war, during the night, saluted at intervals and made false fires, which were reflected in the horizon in a most striking manner. The spectators on shore pronounced it a worthy rival of the Government House.

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Thursday morning, the 23rd was ushered in by every demonstration of a public festival. About ten o'Clock His Royal Highness the Prince Regent, accompanied by Their Royal Highnesses the Dukes of York and Cambridge, proceeded in a coach and four to the residence of the King of Prussia, who accompanied His Royal Highness to the Dock Yard, followed by the Royal Dukes and Princes of Prussia



on foot. On their arrival they were met by the Emperor of Russia.

His Royal Highness the Prince Regent, His imperial Majesty the Emperor of Russia, His Majesty the King of Prussia, with their Imperial and Royal Highnesses the Grand Duchess and Princes Royal of Great Britain and Prussia, attended by the Lords of the Admiralty and Navy Board, and the Suites of the Emperor and King, proceeded through the Dock Yard, amidst the most incessant applause, to the King's Stairs, where the Royal Party embarked in a magnificent barge, prepared for their reception, in which the Royal Standard was immediately hoisted. The procession then rowed down the Harbour towards Spithead, for the purpose of reviewing the fleet, in the following order :

Abreast of the Royal Barge, on the right, a barge carried the Imperial Standard of Russia, another on the left, carried the Royal Standard of Prussia ; both of these barges were filled with the Suites of the respective Sovereigns.

The Board of Admiralty, with the Ambassadors of Austria and Russia, and several other persons of distinction, in their barge, preceded the Royal Barge.

The Barges of the Admirals and Captains, carrying their respective Flags and Pennants, followed in two lines, according to their seniority ; th

barge of the Admiral of the Fleet, in which was his Royal Highness the Duke of Clarence, their Royal Highnesses the Dukes of York and Cambridge, and his Serene Highness the Duke of Saxe Weimar, leading the starboard line ; and that with the Admiral of the Port, and several distinguished characters leading the larboard line. As the Prince Regent approached the Platform, he was saluted by 21 guns ; and when the standard was descried at Spithead, a royal salute was fired from the fleet, and again repeated from the Platform. The procession was attended by upwards of a thousand boats and sailing vessels, which gave an inexpressible interest to the scene, that might be characterised as a moving camp, from the quantity of canvas that was spread. The review commenced with the westernmost ship, and as the illustrious party passed, the yards were manned, and the crews cheered most heartily—the guards presented arms—and the officers saluted ; on arriving at the *Impregnable*, the Prince Regent went on board, followed by the other royal and noble personages, when the royal standard was hoisted at the main-top-mast head. The standard was immediately saluted by the whole fleet, and the salute returned from the Platform. Whilst the party were on board, four frigates got under weigh, and sailed up and down the line, with their sides and yards manned. After remaining on board a considerable time, and minutely inspecting every part of the ship, the

royal party left under a salute of the whole fleet, and passing down the remaining part of the line, they returned to the shore amidst *feus de joie*, and the incessant acclamations of the people. The Emperor of Russia and the Grand Duchess, went on to the King's Stairs; the Prince Regent, with the King and Princes of Prussia, British Princes, &c. landed at the Sally-port, from whence they walked on foot to the Government House, amidst the saluting of cannon and cheering of the thousands who filled the Parade, Ramparts, &c. In the evening the Prince Regent gave a dinner, at which were present, the Emperor of Russia, King and Princes of Prussia, British and Foreign noble and distinguished characters.

In the evening Blücher arrived at the Crown Inn, and was recognised by the populace; the gallant Marshal found his reception as warm as it had been at any place which he had visited; after he had entered the inn, *Blücher!—Blücher!—come forward!* sounded from all directions. He appeared at the window with a glass of wine in his hand, and drank to the people present. After remaining a short time at the inn, he was drawn in triumph to the Government House, when he was immediately introduced to the Royal Personages and numerous company, who tendered him their warmest congratulations. The assemblage in front of the Government House, was now increased to such a de-



gree, that the military could scarcely keep the area clear, and thousands of tongues were calling for the Prince Regent, Emperor of Russia, King of Prussia, Blücher, &c.—at length the people were gratified: The Prince Regent came into the balcony, attended by his Royal Friends, and with a glass of wine, they each drank to the people present, amidst thunders of applause that gave the scene the most astonishing character. After proposing and joining in cheers—*three times three*, the Prince Regent and his friends retired, struck with the magnificence of the scene which was before them, and which they characterised as unrivalled and exceeding any thing they ever saw. The light of the illuminated buildings reflected on the mass of heads, which rose as in an amphitheatre, and rendered every face distinct; on no occasion even in the metropolis had a crowd appeared to such advantage. The people, highly delighted, now began to retire.

The morning of the 24th commenced as the one preceding: the cavalry lined the streets. His Royal Highness the Prince Regent, the King and Princes of Prussia, with their attendants, again proceeded to the Dock Yard, where they met the Emperor, &c. and with him they were conducted through the different departments of the yard, on the whole of which the royal company bestowed their highest encomiums, and gave great credit to the good order, zeal and ingenuity displayed by the different officers



and artificers. The Prince Regent and King and Princes of Prussia then embarked at the King's Stairs, and proceeded to Spithead, nearly in the same order as on the preceding day, attended by an immense number of boats and vessels. The Royal Party went on board the *Royal Sovereign* yacht, wherein the royal standard and union were immediately hoisted. By command of his Royal Highness, a signal was then made for the fleet to get under weigh, which was performed with an activity to be found in a British fleet only. The fleet then proceeded in a beautiful style towards St. Helens, arrived at which, the Royal Party went on board the *Impregnable*, when they were received by a salute from the whole fleet, and with the usual honors—the royal standard, &c. being hoisted as before. The whole of the ships, now in full sail, proceeded about five leagues to sea, in two lines, performing various evolutions, and sometimes saluting. Thousands of people attended in boats, vessels, &c. and the ramparts, as well as Southsea Beach, were crowded with spectators, contemplating the majestic spectacle. During this period, the Emperor of Russia and the Grand Duchess of Oldenburgh, attended by Lord Viscount Melville, the Earl of Yarmouth, and the Imperial suite, crossed over to Haslar Hospital, every part of which his Imperial Majesty minutely inspected, and testified his entire satisfaction at the general system, the good order, and comfort, which

prevailed there. The following anecdote is related of his Majesty :—when he was introduced into the dispensatory, and shewn the nice arrangement of the bottles, medicines, &c, he observed, in English : “ It is all very pretty—very pretty, but not good for the stomach,” laying his hand on his breast and laughing.

While the fleet was at sea, an event occurred which gave a double zest to the scene, and completely raised the feelings of the people assembled, to the highest pitch of felicity :—our own hero, WELLINGTON ! arrived ;—The news of his arrival spread like lightning,—the manœuvres of the fleet were but a secondary object, compared with the getting a sight of his Grace. The military were also much elated at having their idol and paragon among them. His Grace was drawn by the most respectable people from the George Inn to the Government House ; on his arrival on the parade, it is impossible to describe the bursts of applause that ensued ; the troops and colours paid him the honours due to his rank, while the bands played, “ *See the conquering Hero comes !*” Soon after his entry into the Government House, his Grace came into the balcony, to pay his respects to those who had so warmly welcomed him. When he made his appearance, an universal shout again took place ; the cavalry twirled their swords in the air, and thousands of tongues shouted “ *Wellington !*” “ *Wellington !*” “ *Long*

*live Wellington!*” The gallant hero was sensible of the honour—it was his proudest day, and it in some measure repaid him for all the toils he had undergone.

The fleet had now tacked and worked up to Spithead, when the Prince Regent, and the King of Prussia, with their respective families and attendants, again entered their barges, and landed at the Sallyport, amidst salutes, *feus de joie*, and the acclamations of the people. When the Royal Party alighted at the Government House, they were received by the Duke of Wellington and Earl Bathurst. As soon as the Prince saw the former, he hurried towards him, and seized him by the hand in silence, being overcome by his strong feelings, which also sensibly affected the Duke. After this momentary pause, he congratulated his Grace on his arrival, paying him those elegant and well turned compliments for which he is so remarkable. In the evening, the Prince Regent gave a ball and supper at the Crown Inn, which was most numerously attended.

On the morning of the 25th the Prince Regent held a levee, at which were presented several distinguished naval and military characters, and the Corporation of Portsmouth presented to his Royal Highness a loyal and dutiful Address, on which, he was pleased to confer the honour of Knighthood on Henry White, Esq. the Mayor. The Prince Regent, with their Imperial and Royal Majesties left Portsmouth



about eleven o'clock in the forenoon, for Portsdown Hill, in order to review the troops, which had been drawn up there ; after which the Prince and Monarchs drove off for Brighton.

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Thus closed a series of splendid scenes, which will be remembered and dwelt on with no common interest for years to come. The assembly of two Foreign Potentates,—of our own Princes, Statesmen and Heroes—and of those Warriors, who by their exertions, freed their country from bondage, and gave peace to Europe, is not an every day occurrence. The interest of the scene was fully exemplified by the thousands who flocked from all quarters of Great Britain to witness and partake of it.

In the preceding pages we have attempted to convey an idea of the grandeur and magnificence of the scene, but our description must be considered as a rough outline—the recollections of those who were present can alone finish the picture.



## CHAPTER X.

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### PORTCHESTER CASTLE, &c.

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---Yonder see,  
Far as where bounds the sight, the shelt'ring Hill,  
The Castle wears an antiquated face,  
A ruin'd emblem of all-finite pow'r;  
This by the Man, whose greater soul disdain'd  
Superior, and whose mighty arm impell'd  
Thro' ev'ry troop, an enervating fear;  
When *Gaul* subdu'd, confess'd his conq'ring hand,  
*Britain* the common fortune shar'd; 'twas then  
This Fortress had its origin, and took  
The name of Cæsar; and constructed strong,  
For years succeeding aw'd the *British* pow'r.  
Revolving centuries her threat'ning tow'rs  
Now crumbling into dust.

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**P**ORTCHESTER CASTLE,\* is situated on a neck of land, jutting out a considerable way towards the middle of the harbour. It is a noble pile, of a quadrangular form, surrounded by an area of between four and five acres. The walls are from eight to twelve feet thick, and about eighteen high, having in many places a passage round them, covered with a parapet: it has eighteen towers, of va-

\* This description of the Castle is taken from the *Beauties of England*, by Mess. Brayley and Britton.

rious shapes and magnitudes, including those of the keep ; and is defended on the north west and south sides, by a ditch, varying in breadth, and about fifteen feet deep ; on the east are two ditches, which extend to the water, and have probably been filled by the influx of the tide. The entrance on the west side is thirty feet deep and fourteen wide, under a square tower ; on the inside over the gate, are two projecting figures, somewhat resembling Egyptian Sphynxes. In the east wall, nearly opposite this gate, is another of like dimensions ; there are likewise two sally-ports. The Keep encompasses a parallelogram of sixty-five by one hundred and fifteen feet. It has four towers ; three of them standing on the outside wall : one of these, which is much larger than the rest, forms the north-west angle of the square ; the fourth tower stands at the south-east corner of the building. Here are many rooms, several very large, and some arched with stone ; among them is one which appears to have been a chapel ; the entrance is through a gate on the south side, only eight feet wide. Several of these towers, as well as parts of the walls, are now in ruins.

In a more minute description of this Castle, it will be found, that the remains of Roman workmanship are particularly observable in the outward walls, and in the round and semi-circular towers that defend it at unequal distances. The round towers are placed at the north-east, south-east, and south-west

angles ; the north-west angle is now taken up by the great square tower of the keep : some of these towers are twenty feet, and others nineteen in diameter ; and, in general, they project about eighteen feet and a half from the wall. In several of them are still visible, regular rows of Roman brick, dividing the rows of stone work ; and particularly in one, on the south side, in which are three rows very distinct ; in the wall itself on this side they may be also traced, and indeed in many other parts ; though, from the vast alterations made in successive ages, the regular courses have in many places been broken off, and in others wholly obliterated. A great circular arch of stone, about eight feet in width, on the interior side of the east gate, or entrance, has very much the appearance of having been originally Roman, and perhaps even a remaining part of the identical *Prætorian* portal. Many Roman coins, and Roman medals, have been dug up here at different times. The extent of the outward walls, exclusive of the projecting parts of the round corner towers, is about 620 feet on the north and south sides ; and 610 on the east and west.

In the keep, which forms the north-west angle of the Castle, traces of the architecture of the Saxon and Norman periods, and even of yet later ages, to the time of Queen Elizabeth, are plainly to be seen. The great tower is lofty, and contains two vaults, or dungeons, at bottom ; with the remains of three

double apartments above them, in so many several stories: its walls are nearly eight feet thick; and its external dimensions on the north and south, fifty-seven feet; and on the east and west, fifty-eight feet. All the light it receives is from narrow loop-holes; excepting only in the third story, where, on two sides, in what appear to have been the state apartments, are small windows in the very plainest Saxon style: all the windows are on the sides within the area. Adjacent to this tower on the east, and indeed immediately connected with it, are the remains of a building which appears to have been subsequently formed as an entrance; the original entrance having apparently been by a flight of steps on the same side. As a protection to this tower, which, in its original construction Mr. King supposes to have been Saxon,\* the works now connected with it, and which surround the inner court, were unquestionably erected in the Norman times, and, as supposed, between the period of the Conquest and the reign of Edward I. Many alterations have, however, been made in this part, and particularly about the time of Edward III. and again in the reigns of Henry VI. and Henry VII. In these additional buildings were a great dining hall, and various apartments for domestic purposes, with apartments over them for lodging the garrison and servants; and also a grand staircase, leading into the tower; but the original distinction of all

\* *Munimenta Antiqua*, vol. 2, p. 27.



the parts in this quarter of the Castle, cannot now be ascertained, as they have frequently been altered during the last century. The most curious part, however, of this inner, or *Norman* court, as it may be called, is its fortified entrance, which opens from the outer area, on the east. At the extremity on this side was a noble portal, with an obtuse pointed arch; and in this was a great strong gate, about eight feet wide; farther on, at about sixteen feet and a half from this, was a portcullis; and beyond that, was a second great gate. Eighteen feet more inward still, was a second portcullis; and about eleven feet and a half beyond this, was a third great gate; thus far the whole passage of entrance was only eight feet four inches in width. Nearer the court, the side walls increase in thickness, from four feet nine inches, to nearly six feet; and here the entrance passage, which is still continued to the extent of forty three feet more, becomes wider; its whole breadth being eighteen feet and a half; in this part was designed a place for barricadoes; whilst over the whole vaulted passage, the entire length of which is ninety four feet, were perforations, and machicolations, for pouring melted lead, boiling water, &c. on the heads of assailants; and to these machicolations and to the battlements above, was a passage from the top of the surrounding walls of the inner court. In this court was a draw well, which still remains open.

The entrance to the outer area, or court, on the East, is by a great Norman tower, built on the Roman works, now much dilapidated; formerly secured by a portcullis, and double folding doors, strongly barricadoed. The west, or opposite entrance, is also by a strong Norman tower, about thirty-five feet wide, and thirty deep, having a passage through the centre, about eight feet in width; this is also in ruins.

The *Sacellum* of the *Prætorium* of the Romans is supposed, by Mr. King, to have been on the spot now occupied as the site of the parish *Church*, which is an edifice of great antiquity, dedicated to St. Mary, standing within the outer court, and nearly opposite to the east entrance. Though part of it has been rebuilt, and other parts repaired at various periods, it still displays many specimens of Saxon architecture, particularly in the west front. Its original form was that of a cross, with a low tower rising from the intersection; but the south transept has been taken down. All the doors and windows of the ancient part have semicircular arches; and those of the west end are decorated with double zig-zag ornaments: the arch of the west door-way has likewise some ornamental mouldings; and all of them spring from two columns on each side, with sculptured capitals: the great west window is bricked up. Here it was that Henry I. founded the Priory of Black Canons, afterwards

removed to Southwick. Within the Church is a monument to the memory of SIR THOMAS CORNWALLIS, KT. Groom Porter to Queen Elizabeth and James I. who died in November, 1618: his bust represents him with short hair and beard, and a sash over his shoulder. The font is curious.

This Castle descended from the *Nortons* of Southwick, in the same manner as their other property, to the family of THISTLETHWAYTE, of whom it was rented by Government during the war, as a place of confinement for the French Prisoners, near 5000 of whom have been confined here at one time.

At what time this place was deserted by the inhabitants is unknown; though presumed to be on the rise of Portsmouth, after the sea had in some degree retired from the upper part of the harbour.

The village of Portchester, consists of one street, ranging about a mile on the road towards Fareham, and is inhabited chiefly by fishermen, and entirely dependent on its contiguity to Portsmouth. The Publicans of Portchester and Southwick enjoy the peculiar privilege, under Charter from Queen Elizabeth, of being exempted from having any soldiers billeted on them, or quartered in their houses.

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*Portsmouth Hill* is a lofty eminence, running east and west, near seven miles, on the north of the Island of Portsea, which it completely shelters.—The views from its summit are bounded only by the horizon, and which have been partly described in the opening of the work.

On the Hill, above the Castle of Portchester, is the Column, a simple, but noble piece of architecture, erected to commemorate the Victory of Trafalgar, and its immortal Chief, by a subscription among the Sailors and Marines, engaged in the battle. On one side it bears the following inscription;—

CONSECRATED  
TO THE MEMORY OF  
LORD VISCOUNT NELSON,  
BY THE ZEALOUS ATTACHMENT OF  
ALL THOSE WHO FOUGHT AT  
TRAFALGAR;  
TO PERPETUATE HIS TRIUMPH  
AND THEIR REGRET.  
MDCCCV.

And on the opposite side,—

THE BRITISH FLEET  
CONSISTED OF  
TWENTY-SEVEN SHIPS OF THE LINE;  
OF FRANCE AND SPAIN  
THIRTY-THREE,  
NINETEEN OF WHICH WERE TAKEN  
OR DESTROYED.



This Column is a conspicuous mark for ships entering the harbour; thus creating in the Navy a noble spirit of emulation, and reminding them what brave Commanders, backed by the undaunted courage of British Seamen, can accomplish.

It is worthy of remark, that when Edward III. attacked the French fleet collected at Sluys, to oppose his landing, in 1340, the English, after pouring in a volley of arrows, boarded the enemy's ships, and gained a glorious victory, with the loss of 4,000 men. Of the French more than 30,000 perished, the greater part of whom were driven overboard and drowned; so dreadfully destructive were battles, when man was immediately opposed to man! whereas the glorious and decisive Battle of Trafalgar was obtained at somewhat less than 420 killed, and 1,112 wounded.

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## CHAPTER XI.

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### THE ISLE OF WIGHT.

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---O'er a length of waves, we far behold  
Where VECTIS, loveliest of *Albion's* Isles,  
From *Neptune's* bosom, lifts her beauteous head,  
And with her varied scenes attracts the sight.

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**T**HE geniality of the climate,—the picturesque and romantic scenery of the Island, annually attract thousands of visitors—as most of those who frequent Portsmouth make an excursion to it, we shall point out a few of its most prominent features ; but the Guides at present extant are so elaborate, that little in the shape of novelty remains to be added.\*

The Island is situate off the main coast of Hampshire, from which it is divided by a strait of the sea called the *Solent*, which is about three quarters of a mile in width, at Hurst Castle, towards the western extremity, and between Portsmouth and Ryde four miles. The passage from Portsmouth to

\* Those who intend to make a Tour of the Island, will find every interesting particular in the Guides of *Albin* and *Bullar*, and the Picture of *Cook*.

Ryde, either by the packets or wherries, which may be obtained at any time of day, is generally accomplished in about an hour, sometimes in half an hour—it may be performed in twenty minutes, but this entirely depends on the wind and tide. The other principal point for landing is West Cowes, eight miles and a half distant, a pleasing voyage of one hour and a half or two hours.

The Island, in shape, is compared to an irregular lozenge, computed to be about twenty-four miles in length, thirteen in breadth, near its centre, and sixty in circumference, including a superficies of 105,000 acres of land, very richly diversified; the northern shore being skirted to the water's edge with thriving timber and underwood, interspered with highly cultivated fields; delightful villas and mansions meeting the eye at every point. Through its centre, from the Needles to the Eastern Point, extend a high range of hills, affording excellent pasturage, and commanding extensive views of the British Channel on one side, and of the main land of Hampshire on the other. The chalk cliffs on the south and western shores, are in some places perpendicular, rising 600 feet above the level of the sea; in others they project and hang over in a tremendous and awful manner; many of them are detached from the main land, as at the Needles and in Freshwater Bay. The principal rivers in the Island are the *Medina*, rising near St. Catherine's

Down, and emptying itself into the sea, between East and West Cowes ; the *Yar* and the *Wooten*. The Island is divided into two hundreds,—East and West Medina ; contains three Market and Borough Towns, thirty Parishes, and 31,611 inhabitants.\*

The principal Towns are Newport,† Ryde, Cowes, and Yarmouth,† Newport is pleasantly situate near the centre of the Island, on a delightful spot, and contains every convenient accommodation for those who wish to make a tour of the Island. West Cowes is situate on the declivity of an eminence, at the west point of the mouth of the Medina, which forms an excellent harbour, and is resorted to by commercial ships of all nations : the houses rising above each other have a pleasing appearance from the water. Its principal attraction in the summer season, is the *Yacht Club*, the members of which rendezvous in the Harbour, and their *Annual Regatta* draws together, on the surface of the Solent, as great an assemblage of the Nobles and Fair Ladies of the land, as any other public amusement in the kingdom.

\* Census of the population of the Island taken in 1821 ; Male Inhabitants 15,402, Females 16,209, Total 31,611, being an increase of 6,273 since 1811.

† These two are Boroughs, and with Newtown, at present containing about ten cottages, send six members to Parliament.



Ryde is another very pleasant summer retreat, and lies immediately opposite to Portsmouth; it is rapidly increasing in extent, possessing many genteel lodging houses, and a Pier, erected within a few years, that projects 1600 feet into the sea, forming a safe landing place, and a most delightful marine promenade, commanding a view of Spithead and Portsmouth, with every movement of the Royal Fleet:—but it is not in the towns of the Island that its attractions are discovered; we must traverse its surface to view and admire the beauties and sublimities of nature, for

Whatever can imagination paint,  
Of pleasant meadows, or of flow'ry vales,  
Of golden fields, or prospect yielding hills,  
Of groves, or silver rivers, she enjoys:  
----In these *Italia's* equal.

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**I**N this delicious spot ALAZON liv'd  
Who from a chain of ancestors receiv'd  
A small estate, not less'ned nor enlarg'd  
By their œconomy; yet valu'd more,  
Than richest lands of wide extent, acquir'd  
By mean compliance, and dishonour'd arts.  
To him OCTAVIA, partner of his bliss,  
Had borne a child, the chain of nuptial love;  
Whom at her birth, the tender parents nam'd

AURELIA, she when future years advanc'd  
 Fill'd each fond parents eyes, with tears of joy ;  
 Her well turn'd form, and symmetry of face,  
 'Tis true each gazer's admiration claim'd  
 Yet 'twas the mind, which ev'ry grace enrich'd ;  
 Good nature, sense, and virtue, there display'd  
 The charms, that caught the ravish'd soul, and made  
 A fix'd impression on the heart. Thus shone  
 The nymph, and *Vectis'* youth, with love inspir'd ;  
 But ah ! her heart not yet susceptible,  
 Rejected ev'ry suit, till FLORIMOND  
 From PORTSMOUTH reach'd the Island's fertile coast ;  
 A Youth, whom Nature's bounty had enrich'd  
 With ev'ry charm to captivate the eye ;  
 But these his lesser beauties ; from the mind,  
 Beam'd forth resplendent virtues ; and preserv'd  
 The conquest that his other charms had won :  
 AVARIO'S Heir, who from the farthest *Ind*,  
 With toil industrious, boasted heaps of wealth ;  
 And knew no other charm than yellow ore :  
 Mean-while his son, by filial duty aw'd  
 In silence mourn'd his Sire's degen'rate taste.  
 AURELIA now flush'd by the youthful bloom,  
 Of twenty's year, had caught his roving eye ;  
 And with a secret passion fir'd his breast ;  
 Nor were his graces carelessly beheld,  
 By the young beauteous maid ; pleas'd with his air,  
 And sense refin'd, she felt a kind esteem  
 Slide o'er her soul, yet under friendship's name,  
 Till the fond youth, with each endearing art,  
 Stamp'd the kind transport with the mark of love.

At first with trembling awe the youth approach'd,  
 And fearful spoke the fair ; the virgin too,

With modest caution, shunn'd the anxious youth ;  
 Till gradually embolden'd, in an hour,  
 Each busy listn'r far remov'd,  
 When the quick-breathing fair one all confus'd,  
 Spoke more in sighs than words could ever speak ;  
 His fault'ring tongue confess'd his ardent flame ;  
 Then pouring forth his soul with eloquence,  
 Which love alone inspires ; the yielding maid,  
 No more dissembling, while the crimson blush  
 Timetur'd her lovely cheek she bad him hope.

Nought then remaining but their Sires consent  
 The youth and nymph attempted, but in vain ;  
 ALAZON'S pride refus'd his daughter's prayer,  
 And scorn'd AVARIO'S birth ; he to his son,  
 Listen'd with cruel ears ; and firm refus'd  
 Alliance with a maid whose wealth was small.

Thus fix'd, in vain their chrystal tears were shed,  
 Nor Pray'rs could move their unrelenting hearts ;  
 Unhappy state ! yet Love endeavour'd all,  
 And sought for means to ease their lab'ring minds.

'Twas FLORIMOND propos'd to bear the maid,  
 Free from her Parents pow'r to *Sussex* shore ;  
 BENVOLIO there his kinder uncle dwelt.  
 The nymph, with scruples long his aim withstood,  
 Nor would consent to fly her father's house :  
 'Till the fierce flame, consuming reason's bar,  
 Conquer'd her duty. Now the night was come,  
 When FLORIMOND receiv'd her in his arms,  
 And bore her to the boat, where a few friends,  
 Waited their coming ; then a pearly tear  
 Stole on her cheek, and deep foreboding sighs,  
 Lifted her beauteous bosom, till her hope  
 In FLORIMOND, appeas'd her gentle soul.

Then stretch'd the slender oar, and the light bark  
 Cut through the glassy surface ; not the breath  
 Of mildest *Zephyr*, curl'd the element ;  
 All Nature seem'd repos'd ; the blue expanse  
 Glow'd beauteous with its glitt'ring 'habitants :  
 And *Cynthia's* glory, bliss ineffable  
 Shed on their raptur'd souls ; the twinkling rays,  
 From the broad mirror of the placid main,  
 Resiliating, crown'd the pleasing scene ;  
 Thus all was happy till the middle flood,  
 The boat compress'd ; when from the southern sky,  
 A cloud arose, expanding still more wide,  
 Till its dire gloominess obscur'd the scene ;  
 O'er the smooth sea first curl'd the whisp'ring breeze,  
 And died away, till by degrees the wind  
 Rose to a tempest and the levell'd face  
 Of Ocean, wrinkled with the furrow'd surge.  
 Now *Phæbe's* light with ev'ry glitt'ring star's  
 Excluded, all the horror of the night  
 Succeeded, then wave urging wave, the boat  
 Reel'd on the foaming billows, yet preserv'd  
 Her balance, and still bounded o'er the floods ;  
 When from the clouded vault, loud dreadful claps  
 Of fear-impelling thunder, burst around ;  
 Mix'd with the fork'd light'nings instant glare,  
 That flashing seem'd to set on fire the Heav'ns :  
 By this terrific light, an horrid wave  
 Was seen impetuous to approach the bark,  
 And threat destruction ; FLORIMOND then lost  
 To ev'ry hope press'd to his heaving breast  
 His dear AURELIA, and thus soothing spoke,  
 " If then the Will of angry Heav'n decrees  
 " Never to reach the shore, and bless our loves



" On Earth, yet midst the tranquil starry space,  
 " Shall we enjoy each other, mutual bless'd  
 " Eternal love"---more would he but the wave  
 Burst o'er the boat, fill'd with the foaming sea,  
 Whirling she sunk, the struggling couple then  
 Clasp'g each other, plung'd beneath the main,  
 And death relentless seal'd each languid eye,  
 And to a wat'ry grave consign'd their charms.

O could I sing

Your worth in endless verse! or paint your wrongs,  
 In colours never fading; ages hence  
 Should learn your story, and repeat your griefs.

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## APPENDIX.

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## APPENDIX.

Containing a list of the Members of Parliament, the Corporation, Officers, &c. of Public Departments, Societies, Tradesmen, &c., Mails, Coaches, Packets, Waggons, and Rates of Watermen's Fares.

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### MEMBERS OF PARLIAMENT.

#### COUNTY OF SOUTHAMPTON.

John Fleming	{ <i>Stoneham Park, Hants,</i> <i>5, Arlington-st. London.</i>
George Purefoy Jervoise	{ <i>Herriard House, Hants,</i> <i>Bridge-st. Westminster.</i>

#### BOROUGH OF PORTESMOUTH.

John Carter	{ <i>Portsmouth,</i> <i>16, Duke-st. Westminster</i>
John Markham	{ <i>Ades, Sussex,</i> <i>Albany, London.</i>

### CORPORATION.

#### ALDERMEN OF THE BOROUGH.

Richard G. Temple	<i>Roehampton, Surrey</i>
Rev. George Cuthbert	<i>Portsmouth</i>
Thomas Bonham	<i>Petersfield</i>
Joseph Smith	<i>Purbrook</i>
Edward Carter	<i>Portsmouth</i>
James Carter	<i>Portsmouth</i>
Sir H. White, Kt.	<i>Portsmouth</i>
Sir S. Spicer, Kt.	<i>Portsea</i>
John Carter, M.P.	<i>London</i>
George Atherley	<i>Southampton</i>
Hon. Sir Geo. Grey, Bart.	<i>Portsea</i>
Daniel Howard	<i>Portsea</i>
Arthur Atherley	<i>Southampton</i>

## BURGESSES OF THE BOROUGH.

H. R. H. FREDERICK, DUKE OF YORK  
 H. R. H. WILLIAM HENRY, DUKE OF CLARENCE  
 H. R. H. ERNEST A. DUKE OF CUMBERLAND  
 H. R. H. ADOLPHUS F. DUKE OF CAMBRIDGE  
 H. H. WILLIAM, DUKE OF GLOUCESTER  
 THE RIGHT HONOURABLE EARL ST. VINCENT  
 THE RIGHT HONOURABLE EARL SPENCER  
 THE RIGHT HONOURABLE LORD ERSKINE  
 BARON DE GORELITZ

Sir Charles Mill, Bart.	<i>Mottisfont, Hants.</i>
Sir H Featherstonehaugh Bt	<i>Up-Park</i>
Sir J. C. Hippesley, Bt.	<i>Stone Eston, Somerset</i>
Sir Walter Stirling, Bt.	<i>London</i>
Sir James Burrough, Kt. }	<i>London</i>
<i>Judge, Court Com. Pleas</i> }	<i>London</i>
W. Selwyn	
Rev. Henry Taylor	
John Compton	<i>Clements Inn, London</i>
R. W. Missing	<i>Posbrook, Hants</i>
Martin White	<i>Milton</i>
William Harward	<i>Bath</i>
David Spicer	<i>Portsea</i>
John Cousens	<i>Westbourne, Sussex</i>
Stephen Gaselee	<i>Russell-square, London</i>
Rev. J. Whicher	<i>Emsworth</i>
Thomas Young Bird	<i>Poole, Dorset</i>
Thomas Waller, MD.	<i>Portsmouth</i>
Thomas Sharp	<i>Romsey</i>
W. Hammond	<i>St. Mary's, Newington</i>
John Spicer	<i>Christchurch</i>
George W. Cuthbert	<i>London</i>
William Baker	<i>Portsea</i>
Christopher Stevens	<i>Havant, Hants</i>
James Andrews	<i>Langstone</i>

Fielder King	<i>Petersfield, Hants</i>
George Soaper	<i>Portsea</i>
John Sutton Shugar	<i>Portsmouth</i>
Rev. R. G. Richards	<i>Hambledon, Hants</i>
G. T. Nicholson	<i>Guildford-st. London</i>
Rev. Russell Scott	<i>Portsmouth</i>
John Dunn	<i>New Alresford, Hants</i>
William A. Smith	<i>Parndon, Essex</i>
Rev. Arthur Atherley	<i>Arundel, Sussex</i>
Charles Taber	<i>Portsea</i>
John Markham, M. P.	<i>Ades, Sussex</i>
W. Chamberlayne	<i>Southampton</i>
James Brent	<i>Portsea</i>
Rev. W. Hughes	<i>Newport</i>
Samuel Smith	<i>Temple, London</i>
William Cooper	<i>Portsea</i>
Thomas Hawes	<i>Battersea, Surrey</i>
John Brent	<i>Portsea</i>
Thomas Cooke, jun.	<i>Newport</i>
E. Jackson	<i>Portsmouth</i>
Thomas Sewell	<i>Newport</i>
Octavius H. Smith	<i>London</i>
Francis Francis	<i>Portsea</i>
F. Howard	<i>Portsmouth</i>

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<i>Recorder of the Borough</i>	W. Selwyn
<i>Town Clerk &amp; Coroner</i>	{ Franklin Howard, Office, High-Street, Portsmouth
<i>Chamberlain</i>	Charles Taber
<i>Serjeants at Mace</i>	{ Edward Hunt Richard Madgwick
<i>Gaoler</i>	Edward Hunt
<i>Turnkey</i>	Thomas Hill
<i>Town Cryer</i>	Richard Francis



## NAVY.

## ADMIRALTY-OFFICE, HIGH-STREET.

<i>Commander-in-Chief</i>	{ Admiral Sir James Hawkins
<i>Flag-Lieutenant</i>	{ Whitshed, KCB.
<i>Secretary</i>	Lieut. G. B. Martin
<i>Clerks</i>	J. R. Glover, Esq.
<i>Office-Keeper</i>	{ J. B. Hutchings
<i>Messengers</i>	{ J. Pinhorn
<i>Semaphore, High-street</i>	G. Derham
<i>Semaphore-men</i>	H. Hall and J. Bailey
	Lieut. Spencer Smyth
	E. Oake and J. Burgess

## GARRISON.

## LIEUT.-GOVERNOR'S OFFICE, ST. THOMAS-STREET.

<i>Governor</i>	{ Field-Marshal Wm. Earl
<i>Lieut.-Governor, &amp; Com-</i>	{ Harcourt, GCB.
<i>manding S. W. District</i>	{ Major Gen. Sir James
<i>Aide-de-Camp</i>	{ Lyon, KCB. & GCH.
<i>Town-Major</i>	Capt. Cuyler, Colds. Gds.
<i>Town-Adjutant</i>	Major R. Simson,
<i>Clerk to Lieut.-Governor</i>	Lieut. R. Wilson,
<i>Chaplain</i>	G. Dodd
<i>Physician</i>	Rev. S. Leggatt
<i>Surgeon</i>	Sir J. Mc'Grigor, MD.
<i>Permanent Assist Quarter</i>	Isaac Chaldecott
<i>Master-General</i>	{ Major T. Drake
<i>Major of Brigade, S. W.</i>	{ Major T. N. Harris
<i>District</i>	{ Lieut.-Col. Wm. Dixon
<i>Commanding Officer of</i>	{
<i>Royal Artillery</i>	Colonel R. Moncreiffe
<i>Ditto, Royal Marines</i>	Lieut.-Col. A. Loraine
<i>Lt. Gov. Southsea Castle</i>	Henry James Wild
<i>Asst. Commissary-Gen.</i>	Major G. Mc'Kenzie
<i>Asst. Inspt. of Barracks</i>	

## BARRACK MASTERS.

<i>Portsmouth</i>	Joseph Travers
<i>Hilsea</i>	Alan Mc'Kenzie
<i>Fort Cumberland</i>	George Laye
<i>Gosport</i>	G. Vinter
<i>Haslar</i>	T. Dewell

## ORDNANCE.

## MILITARY ESTABLISHMENT.

<i>Commanding Royal Engineer</i>	{ Colonel Sir Alex. Bryce. CB. and KCF.
<i>Clerk of Works</i>	Jacob Owen
<i>Assistant ditto</i>	John Owen
<i>Overseer</i>	Richard Dawson
<i>Commanding Royal Engineer, Gosport</i>	{
<i>Barrack Master</i>	
	John Emslie

OFFICERS, &c. OF THE  
DOCK YARD,

*As they stood previous to the Reduction of 22nd July, 1822.*

<i>Commissioner</i>	{ Hon. Sir. Geo. Grey, Bart. KCB.
<i>Masters Attendant</i>	Jas. Park, Thos. Atkinson
<i>Master Shipwright</i>	Nicholas Diddams
<i>Clerk of the Cheque</i>	Elizeus Jessep
<i>Storekeeper</i>	John Allcot
<i>Clerk of the Survey</i>	Rienhold Thos. Forster
<i>Engineer and Mechanist</i>	Simon Goodrich
<i>Clerk of the Rope Yard</i>	T. T. Grant
<i>Clerks to the Commis- sioner</i>	{ Jas. Hill, Wm. Maddock, John Ward Forester
<i>Clerk to the Masters At- tendant</i>	{ Thomas Wickenden
<i>Extra</i>	John Nicholas Harvey
<i>Clerks to Master Ship- wright</i>	{ James Cockrell, Wm. H. Hookey, Robert Allen

<i>Clerks to the Clerk of the Cheque</i>	{ John Nicholson, Francis Hillman, Philip Avery, Wm. Stigant, Joseph D. Wickenden, Isc. Brooks, W. H. Johns, John Page
<i>Extra ditto ditto</i>	{ Edw. Witt, Wm. Rogers, Robt. Glendening, Hen. Pearson, James Fowler
<i>Clerks to the Storekeeper</i>	{ John Crosby, John Thorpe, C. Hawker, G. Wilkins, James Charrier, Charles Webb, John C. Sabben, Wm. Crane, Geo. Pearce, Wm. Allcot, Ric. Webb, Zelophehad Webb.
<i>Clerks to the Clerk of the Survey</i>	{ Geo. Thompson, J. Helby, Jos. Frost, Ralph Watson, W. G. T. Wilkins, David Broadbent, Geo. Ranwell, Peter Payne
<i>Clerk to Clerk of Rope Yard</i>	{ William Penfold
<i>Clerk to the Engineer, and Mechanist</i>	{ James Piddell
<i>Timber Master</i>	Richard Mosbery
<i>Assistants to the Master Shipwright</i>	{ John Haynes, Step. Johns, Thomas Radcliffe
<i>Foreman of Shipwrights</i>	J. Raines, Thankful Sturdie
<i>Foremen Afloat</i>	Jos. Maddock, John Ancell
<i>Foreman of the new work Caulkers</i>	Thomas Aylen
<i>Master Mastmaker</i>	James Canaway
<i>Boatbuilder</i>	John Oakshot
<i>Joiner</i>	James Williams
<i>House-Carpenter</i>	Saunders Guyer
<i>Rope Maker</i>	Nicholas Vass
<i>Smith</i>	Peter Martin
<i>Bricklayer</i>	Barnabas Barber
<i>Painter</i>	William Watson
	William Anderson



<i>Boatswain of the Yard</i>	Michael Sullivan
<i>Master Sailmaker</i>	
<i>Rigger</i>	George Johnson
<i>Measurer</i>	Richard Smith
<i>Master of the wood mills</i>	James Burr
<i>metal mills</i>	Hamlet Vernon
<i>Millwrights</i>	William Kingston
<i>Warden</i>	Lieut. Joseph Bromwich
<i>Surgeon</i>	David Cowan
<i>Assistant Surgeon</i>	J. M. Brydone
<i>Chaplain</i>	{ Rev. Thomas Morgan, MA. <i>Mile End Lodge</i>
<i>Draughtsman to Engineer and Mechanist</i>	{ William Heard
<i>Asst. to Timber Master</i>	Jonathan Page
<i>Assistants to the Masters</i>	{ Wm. Rowes, John Osman,
<i>Attendant</i>	{ Henry Craddock
<i>Clerks to Timber Master</i>	{ Wm. Jewell, Edw. Gittens, Geo. Mosbery, S. Smith, W. Fowles, W.L. Deacon
<i>Clerks to the Master</i>	{ Rich. Floyd, Jas. Drake, Geo. Stobie, J. Radcliffe, Geo. Smith, Jn. Holmes, Andrew Gruzilier, Hen. Key, John Davidson
<i>Measurer</i>	
<i>Contractors for the Teams</i>	Mess. Robson and Little
<i>Carver's Work</i>	Messrs. Hellyer
<i>Superintendents of the</i>	{ William Henry Maule, John Martin
<i>Payments of the Dock</i>	
<i>Yard</i>	

OFFICERS &C. OF THE  
ROYAL NAVAL COLLEGE, AND SCHOOL FOR  
NAVAL ARCHITECTURE,

*Within the Dock Yard.*

<i>Governor</i>	Lord Melville
<i>Lieut. Governor</i>	{ Captain John Wentworth Loring, RN. CB.



<i>Lieutenants</i>	J. W. Rouse, Edw. Malone
<i>Professor</i>	Rev. Dr. James Inman
<i>Master of Classics</i>	Rev. W. Tate
<i>Assistant Masters</i>	{ Rev. Jonathan Cape, Chs. Blackburn, John Livesay
<i>French Master</i>	Augustine Creuze
<i>Fencing ditto</i>	Thomas Lane
<i>Dancing ditto</i>	Joseph Boimaison
<i>Drawing ditto</i>	J. C. Schetky
<i>Serjts. of Marine Artillery</i>	John Patterson, Jn. Cann
<i>Superintendent of the School for Naval Architecture</i>	{ John Fincham
<i>Matron of the College</i>	Alice Odell
<i>Housekeeper to the School</i>	Elizabeth M'Gregor
<i>Clerk to the Governor</i>	Thomas Shetton
<i>Surgeon</i>	David Cowan
<i>Porter to the College</i>	James Pook
<i>Messenger to ditto</i>	George Reeves
<i>Porter to the School</i>	James King

OFFICERS &C. OF THE  
DOCK YARD,

*As reformed on the 23d July, 1822.*

<i>Commissioner</i>	{ Hon. Sir George Grey, Bart. KCB.
<i>Secretary to Commissioner</i>	James Hill
<i>Masters Attendant</i>	J. Park, T. Atkinson
<i>Master Shipwright</i>	Nicholas Diddams
<i>Clerk of the Cheque</i>	Elizeus Jessep
<i>Storekeeper</i>	John Allcot
<i>Engineer and Mechanist</i>	Simon Goodrich
<i>Clerks to Commissioner</i>	{ W. Maddock, John Ward Forester, J. Piddell
<i>Clerk to the Masters Attendant</i>	{ Thomas Wickenden
<i>Clerks to the Master Shipwright</i>	{ James Cockrell, Wm. H. Hookey, R. Allen

<i>Clerks to the Clerk of the Cheque</i>	{ John Nicholson, J. Helby, F. Hillman, J.D. Wick- enden, R. Watson, W. Stigant, W. G. T. Wilkins, I. Brooks, G. Ranwell, W. H. Johns, W. Penfold, P. Payne, J. Page, Z. Webb
<i>Clerks to Storekeeper</i>	{ John Crosby, Jn. Thorpe, G. Wilkins, J. Charrier, C. Webb, J. C. Sabben, W. Crane, G. Pearce, W. Allcot, R. Webb
<i>Clerk to the Engineer and Mechanist</i>	John Holmes
<i>Timber Master</i>	Richard Mosbery
<i>Assistants to the Master Shipwright</i>	J. Haynes, S. Johns, T. Radcliffe
<i>Formen of Shipwrights</i>	{ J. Raines, T. Sturdie, J. Maddock, J. Ancell, T. Aylen, J. Oakshott, W. Mist, W. Aylward, C. Willcox, R. Collens
<i>Master Rope Maker</i>	Peter Martin
<i>Smith</i>	Barnabas Barber
<i>Bricklayer</i>	William Watson
<i>Painter</i>	William Anderson
<i>Sailmaker</i>	Anthony Williams
<i>Rigger</i>	George Johnson
<i>Measurer</i>	Richard Smith
<i>of the Wood Mills</i>	James Burr
<i>of the Metal Mills</i>	Hamlet Vernon
<i>of the Millwrights</i>	William Kingston
<i>Boatswain of the Yard</i>	Michael Sullivan
<i>Warden</i>	Lieut. J. Bromwich
<i>Surgeon</i>	D. Cowan,
<i>Assistant Surgeon</i>	T. C. Jones
<i>Chaplain</i>	{ Rev. T. Morgan, M.A. } Mile-end Lodge

<i>Draughtsman to Engineer and Mechanist</i>	{ William Heard
<i>Assistant to Timber Master</i>	Jonathan Page
<i>Assistants to the Masters Attendant</i>	W. Rowes, J. Osman, J. Craddock
<i>Clerks to Timber Master</i>	{ W. Jewell, E. Gittens, G. Mosbery, S. Smith, W. Fowles
<i>Clerks to the Master Measurer</i>	{ R. Floyd, J. Drake, G. Stobie, J. Radcliffe, G. Smith, A. Grezilier
<i>Contractors for the Teams</i>	Mess. Robson and Little
<i>Contractors for Carvers Work</i>	{ Mess. Hellyer
<i>Superintendents of the Payments of the Dock Yard</i>	J. Martin, W. Clifford

### CIVIL OFFICERS OF THE ORDNANCE DEPARTMENT.

#### GUN-WHARF.

<i>Storekeeper</i>	William Spencer
<i>Clerk of Survey</i>	Charles Hochstetter
<i>Clerk of the Cheque</i>	E. S. Lower
<i>Clerks</i>	{ William Pike, John Gange, John Peckham, Henry Frith, Peter Wilkinson,

### ROYAL LABORATORY

<i>Assistant Fire Master</i>	J. G. Burslem
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### TIPNER POINT, NEAR PORTSMOUTH.

<i>Storekeeper</i>	J. R. Agnew
<i>Clerk</i>	William D. Goodwin



PRIDDY'S HARD,  
NEAR GOSPORT.

<i>Storekeeper and Acting</i>	}	Jos. Robins
<i>Barrack Master</i>		
<i>Clerk of the Checque</i>		John Hancorn
<i>Clerk</i>		E. S. Sedley

OFFICERS, &C. OF THE  
VICTUALLING OFFICE,  
KING-STREET.

<i>Commissioner</i>		Capt. H. Garrett, R. N.
<i>Agent</i>		William Reeks
<i>Clerk of the Checque</i>		John Slight
<i>Storekeeper</i>		Charles Pafoot
<i>Clerks in Agent's Office</i>		H. Pearce, E. J. Kirkman.
<i>Clerks in Checque Office</i>	}	J. Meredith, *J. Collins, T
		Jarvoise, *W. H. West,
		W. Walker
<i>Clerks in the Store-keeper's Office.</i>	}	F. H. Starcke, J. M. G.
		Poulden, S. L. Harding,
		*C. M. Wade, J. Church- er,
<i>Master Cooper</i>		Samuel Kentish
<i>Clerk to ditto</i>		C. Foster
<i>Master Brewer</i>		J. Camsell
<i>Superintendent of Wharfs</i>		Ninian Jeffreys
<i>Inspector of Works</i>		James Adams, junr.
<i>Master Miller</i>		Edward Sheppard
<i>Master Baker</i>		James Waugh
<i>Porter</i>		James Bull
<i>First Foreman of the Cooperage</i>	}	Mordaunt Hill.
<i>Second Ditto</i>		William Hill
<i>Foreman of Wine and Spirit Stores</i>	}	Andrew Turner
<i>Foreman of Brewhouse Labourers</i>		James Dewey Richard Knight

\* These Gentlemen attend the duties at Woevil



OFFICERS, &c. OF THE  
CUSTOMS,

BROAD-STREET.

<i>Collector</i>	Elias Arnaud
<i>Clerks to the Collector</i>	{ John Smithers, Charles W. Hoffmeister, J. B. Tim- mings, Thomas Love, James H. Linvell
<i>Comptroller</i>	John Williams
<i>Clerk to the Comptroller</i>	Henry J. Clark
<i>Surveyor and Control- ling Surveyor of ware- houses</i>	{ Hugh Bisshopp
<i>Landing Surveyor</i>	James Carter
<i>Searcher</i>	George J. Hiscock
<i>Landing Waiter and Controlling Searcher</i>	{ Henry Diaper
<i>Landing Waiters</i>	{ Charles Greetham, William Case, John Moyle
<i>Jerquer</i>	John Holloway
<i>Messenger</i>	Thomas Beddell
<i>Warehousekeeper for Bonded Goods</i>	{ James Coles
<i>Coastwaiter, Portsmouth</i>	Edward Boyce
<i>Gosport</i>	William Piddell
<i>Fareham</i>	William Abraham
<i>Cosham</i>	John Duffell
<i>Tide Surveyors</i>	T. Mottley, Benj. Oakshot
<i>Supervisor of Riding Officers</i>	John Burford
<i>Riding Officers</i>	Wm. Guy, George Rogers
<i>Inspecting Commander of Preventive Boats, within the Port.</i>	{ Capt. G. A. Hire
<i>Clerk to Surveyor of Warehouses, Searchers and Coastwaiters</i>	{ Thomas D. Honeybourn

<i>Assistant Warehousekeeper under the Collector, for seized goods</i>	}	G. W. H. Clements
<i>Superintendent of Qua- rantine, &amp; Commander of Roebuck cutter</i>		
<i>Mate of Roebuck cutter</i>		William Green
<i>Mate in command of Fer- ret cutter</i>	}	William Brothers

OFFICERS, &c. OF THE  
EXCISE.

OFFICE IN ST. THOMAS-STREET.

<i>Collector</i>	William Wright
<i>First Clerk</i>	William Lamming
<i>Second Clerk</i>	Stephen Alexander Swinton
<i>Supervisor</i>	Daniel Ducker
<i>Port Guager</i>	James Bennell
<i>Surveying Officers</i>	William Richards, Isaac Atkey, James Hollis, Henry Humphrey, James Reed, William Wright, Isaac Maun, Samuel Lyddon, William Tozer
<i>Supernumerary</i>	Henry Yeates
<i>Permit Writer</i>	William Hooper

WATER DEPARTMENT.

<i>Tide Surveyor</i>	Henry Driver
<i>Tidesmen</i>	Robert Oxland, Francis Lamplough, Benjamin Young, William Wilson, John Foster, Emmor Firth
<i>Boatmen</i>	John Totterdell, Thomas Scott, John Mitchell, John Martin

OFFICERS, &c. OF THE  
TRANSPORT OFFICE,  
ST. THOMAS-STREET.

*Agent*  
*Clerk*

Lieut. Richard Cheesman  
William Teideman

OFFICERS, &c. OF THE  
ROYAL HOSPITAL,

HASLAR.

*Commissioner*  
*Clerk*  
*Chaplain*  
*First Lieutenant*  
*Second ditto*  
*Physician*  
*Assistant*  
*First Surgeon*  
*Second ditto*  
*Assistants*  
*Agent*  
*Clerks*  
*Steward*  
*Clerks*  
*Dispenser*  
*Assistant*  
*Butler*  
*Porters*

Capt. Henry Garrett  
John Hammond  
Rev. David Lloyd  
Jacob Silver  
Edward Claribut  
John Gray  
Robert Smith  
Charles Dods  
John Mortimer  
Tim. Drayton, Alex. Baird  
George Mottley  
Wm. Rose, James Ross  
I. S. Fox  
John Pearce, J. Luscombe  
John Ward  
John Whitmarsh  
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{ Andrew Trod, Rd. Mason,  
Richard Churcher

## SOCIETIES, &c.

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### PORTSMOUTH, PORTSEA, AND GOSPORT HUMANE SOCIETY,

*For the Preservation of Human Life, and for rendering Assistance in cases of Suspended Animation, from Drowning, &c.*

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These Houses are furnished with convenient Apparatus  
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BENEVOLENT SOCIETY.

*For assisting Women in their lying in and sickness and affording others, with many Children, the means of returning to their respective homes.*

INSTITUTED 1807.

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*Surgeon*—Mr. Henry Slight

*Dispenser*—Mr. J. Slight

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*Surgeons*—Mr. J. W. Williams. Mr. G. Williams. Mr. G. Seeds.  
Mr. Sims.

*Dispenser*—Mr. Jones

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*Treasurer*—G. Grant, Esq.

*Consulting Physician*—Benjamin Lara, MD.

*Physician*—G. H. Jones, MD.

*Surgeon and Occulist*—J. W. Williams, Member of the Royal  
 College of Surgeons in London.

Since the establishment of the above Institution, many Persons have been restored to sight, and others have recovered the faculty of hearing, after having been deprived of it for many years. The Committee, at a Meeting, held on the 25th June, 1822, reported that during the first six months, one hundred and ninety five Patients had been received, of whom one hundred and twenty five were discharged, perfectly cured.

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# **DIRECTORY.**

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DIRECTORY.

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PORTSMOUTH.

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**Callaway**, Penny-street. street.  
**Elliott**, Penny-street. **Howard**, High-street.  
**Greetham and Greetham**, Martell & Martell, ditto.  
High-street. **Shugar**, ditto.  
**Greetham**, St. Thomas-st. **Winkworth**, ditto.

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**ATKINS & Son**, Merchants, Broad-street.  
**Backshell**, Grocer, St. Mary-street.  
**Baker**, Green Grocer, ditto.  
**Bartlett**, Ironmonger, High-street.  
**Batchellor**, Baker, Warblington-st.  
**Bell**, Tailor, Lombard-street.  
*Blue Posts Inn*, Wilkins, Broad-street.  
**Bullock**, Ladies' Shoe-maker St. Mary-street.  
**Buchan**, Painter, White Horse-st.  
**Burbey and Loe**, Merchants, Penny-street.  
**Burgess**, Billiard Tables, Battery-Row.  
**Burridge & Sons**, Merchants, Broad-street.  
**Burridge**, Shipping Agent ditto.  
**Carter and Co.**, Brewers, Penny-street.  
**Casher**, Wine Merchant, High-street.

Chambers,	Grocer,	High-street.
Chaplen,	Grocer,	Penny-street.
Churcher,	Baker,	St. Thomas-street.
Clark,	Ironmonger,	High-street.
Clements,	Watch-Maker,	Broad-street.
Clements and Co.,	Coopers,	St. Thomas-street.
<i>Coal Exchange,</i>	Davis,	Broad-street.
<i>Coal Exchange,</i>	Sergeant,	ditto.
Cole,	Builder,	St. Thomas-street.
Comerford,	Bookseller,	High-street;
Conroy,	Fruiterer,	ditto.
Crew,	Hair-dresser,	ditto.
Cromwell,	Boat Builder,	East-street.
Dabbs,	Boot-Maker,	High-street.
Dash,	Chair-Maker,	Broad-street.
Deacon,	{ Brewer, Spirit }	Penny-street.
	{ Merchant, &c. }	
Deacon,	Coal Merchant,	High-street.
Denier,	Gun-Maker.	St. Mary-street.
Dessiou,	Shipping Agent,	Broad-street.
Diaper,	Grocer,	High-street.
Dixon,	Tailor,	ditto.
<i>Dolphin Tavern,</i>	Crawford,	ditto.
Dudley,	Jeweller,	ditto.
Elliott,	Wharfinger,	Town Quay.
Evans,	Saddier,	Pembroke-street.
Fisk,	Jeweller,	High-street.
<i>Fountain Inn.</i>	Robinson,	High-street.
Francis,	Boat Builder,	East-street.
Freeman,	Statuary,	Penny-street.
Furse,	Chemist,	High-street.
Galt,	Tailor,	ditto.
Galt,	Shoemaker,	ditto.
Garrett, Sir G.	Brewer,	Penny-street.
Garratt,	Shipping Agent,	Bath-square.
<i>George Inn,</i>	Billett,	High-street.
Gibson,	Wine Merchant,	ditto.



Gloge,	Tailor,	High-street.
Gloge,	Cooper,	St. Mary-street.
Goodeve,	Army Clothier,	High-street.
<i>Government House</i> .....		Parade.
Grant,	Provision Mercht.	High-street.
Grossmith,	Pastrycook,	ditto.
Groves,	Butcher,	ditto.
Hatch,	Undertaker,	ditto.
Hayden,	Bootmaker,	ditto.
Hayles,	Grocers,	Broad-street.
Heather,	Merchant,	ditto.
Hellyer,	Butcher,	High-street.
Hickley,	Spirit Merchant,	St. Thomas-street
Hill and Co.,	Cabinet-Makers,	High-street.
Hoare and Co.,	Waggoners,	Broad-street.
Hoare,	Porter Merchant,	High-street.
Hollingsworth,	Bookseller, &c.	ditto.
Hollingsworth,	Printer,	White Horse-st.
Holmes,	Coal Merchant,	Lombard-street.
Hough,	Watch-Maker,	High-street.
Irish,	Watch-Maker,	ditto.
Jackson,	Draper,	ditto.
Jones,	M. D.	ditto.
Judd,	Sail-maker,	Bath-square.
<i>King's Arms Tav.</i>	Burn,	Parade.
<i>King's Head Tav.</i>	Riddet,	Broad-street.
Kirkham,	Ladies' Shoe-maker	High-street.
Kirkman,	Dress-maker,	ditto.
Knight,	Painter,	ditto.
Knott,	Brewer,	Broad street.
Laing,	Tailor,	High-street.
Lang, W.	Merchant,	Penny-street.
Lang, J.	Coal Merchant,	Prospect-Row.
Leggett,	Green Grocer,	St. Mary-street.
Lind,	M. D.	High-street.
Lipscomb,	Brewer,	St. Mary-street.
Loe,	Grocer,	High-street.

Love,	Ironmonger,	Broad-street.
Luscombe,	Stamp Office,	High-street.
Manley,	Hants Fire Office,	St. Thomas-street.
Marsh,	Saddler,	High-street.
Martell,	Surgeon.	ditto.
Martell,	Tailor,	St. Mary-street.
Meredith.	Draper, &c.	High-street.
Meggison,	Druggist, &c.	ditto.
<i>Military Store,</i>		Penny-street.
Milne,	Wine Merchant,	High-street.
Mills,	Bookseller, &c.	ditto.
Mitchell and Son,	Tailors,	St. Mary-street.
Moore,	Glover,	ditto.
Mottley and Co.	{ Hants Tele- }	High-street.
	{ graph Office, }	
Mountefield,	Fruiterer,	St. Mary-street.
Nance,	Hatter,	High-street.
Nathan,	Merchant,	Oyster-street.
<i>Naval and Mili- }</i>		
<i>tary Reading- }</i>	.....	Platform.
<i>Room,</i>		
Newlyn,	Baker,	St. Mary-street.
Nicholson,	Tailor,	High-street.
Palmer,	Baker,	Broad-street.
Pearce,	Grocer,	High-street.
Phillips,	Merchant,	Battery-row.
Price,	Pawn-broker,	Warblington-st.
Price,	Printer,	St. Thomas street.
Prince,	Hatter,	High-street.
Prince,	Watch-maker,	ditto.
<i>Quebec Tavern,</i>	Garratt,	Bath-square.
Rands,	Shipping Agent, &c.	St. Mary-street.
Ranger,	Tailor,	High-street.
Richards,	Porkman,	Broad-street.
Roberton,	Draper,	High-street.
Robinson,	Shipping Agent.	Bath-square.
Rodick,	Oil & Colourman,	Oyster-street.

Rogers,	Coach Makers,	Lombard-street.
Rout,	Tailor,	St. Thomas-street.
Rowe,	Apothecary,	St. Mary-street.
Rowe,	Librarian,	St. Thomas-street.
Sayers,	Waggoner.	Oyster-street.
Sergeant,	Shipping Agent.	Bath-square.
<i>Semaphore House,</i> . . . . .		High-Street.
Sharp,	Druggist,	High-street.
Shoveller,	Baker,	St. Thomas street.
Simmonds,	Hatter,	High-street.
Simmonds,	Perfumer,	ditto.
Slight,	Surgeon,	ditto.
Slight,	Druggist,	ditto.
Smith,	Draper,	Broad-street.
Spraggs,	Glover,	High-street.
<i>Star and Garter</i> } <i>Hotel,</i>	Bonamy,	Broad-street.
Starkey,	Glass Dealer,	High street.
Stebbing,	Optician,	ditto.
Stevens,	Boot-maker,	ditto.
Sutton and Stone,	Linen Drapers,	Waterloo House.
Swan,	Tailor.	High-street.
Taylor,	Painter, &c.	Lombard-street.
Tollervey,	Butcher,	Broad-street.
<i>Town Hall &amp; Gaol</i> . . . . .		Penny-street.
Trew,	Umbrella Maker,	Pembroke-street.
Turner, W.	Wine Merchant,	High-street.
Turner, J. K.	{ Wine Mercht. } { to the King, }	ditto.
Tyler,	Draper,	ditto.
Vicat,	Auctioneer,	ditto.
Vicat,	Tobacconist,	St. Mary-street.
Wake,	Grocer.	High-street.
Waller,	M. D.	ditto.
Wallis,	Porkman,	ditto.
Way.	Pastrycook,	ditto.
Way,	Butcher,	ditto.



Way,	Pastrycook,	White Horse-st.
Way,	Grocer,	St. Mary-street.
Wearn,	Baker,	Green-row.
Webb,	Green Grocer,	High-street.
White, Sir H.	Wine Merchant,	ditto.
White,	Builder,	St. Thomas-street.
White,	Surgeon,	ditto,
White,	Engineer,	ditto.
<i>White Hart Tav.</i>	Byrne,	Broad-street.
Wienholt & Co.,	Ship Agents,	Bath-square.
Wilkes,	Hatter,	High-street.
Wilkinson,	Surgeon,	ditto.
Wilmot,	Dyer,	Oyster-street.
Wilson,	Draper,	High-street.
Winkworth,	Baker,	Broad-street.
Woods,	Saddler,	High-street.
Young,	Butcher,	High-street.
Young,	Butcher,	St. Mary-street.
Young,	Broker,	ditto.
Young,	Baker,	Warblington-st.



## DIRECTORY.

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### PORTSEA.

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\* \* ADDITIONS to the Directory for Portsea and Environs, will be paid particular attention to next Season, if sent before the 21st of April.

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#### BANKERS.

GRANT, GRANT, HICKLEY, and GRANT (of *Portsmouth*), Hanover-Street.

WILDEY, Wickham-Street.

#### INSPECTOR OF KING'S TAXES.

— BESANT, St. George's-Square.

*Agent to the Farlington Water-Works Company,*  
W. BELLINGHAM, Union-Street.

*Portsea Island Gas Works, Office, Unicorn-Gates,*  
W. SMITH, Engineer and Superintendent.

#### ATTORNEYS AND SOLICITORS.

Bailey, Prince George's-st. Messum, North-street.

Caught, North-street. Minchin, St. George's-sq.

Edgecombe, ditto. Paffard, Union-street.

Fidlin, Hanover-street. Pearce, St. George's-sq.

Glendening, St. James-st. Poulden, Union-street.

Godden, Kingston Redwards, Hanover-street.

Howard, Queen-street. Ring, Common-hard.

Ivimy, Queen-street. Snooke, Union-street.

Long, Union-street. Soaper, Bishop-street.

Low, ditto. Stigant, Queen-street.

Lucas, ditto. Taylor, Hanover-street.

Marshall, St. George's-sq.

## OFFICERS OF THE SHERIFF OF HANTS.

A. P. MARTELL, St. George's-Square.

P. BARNARD, Hanover-Street.

H. MARTELL, St. George's-Square.

## MERCHANTS, TRADESMEN, &amp;c.

Absolam,	Builder,	St. George's Sq.
Allnut,	Druggist,	Queen-street.
<i>Anchor &amp; Hope,</i>	Martell,	St. George's-Sq.
Atkins,	Grocer,	Hanover-street.
Ayling,	Hatter,	Queen-street.
Baker,	Provision Mercht.	ditto.
Barnard,	Coal Merchant,	Hanover-street.
Biden,	Wine Merchant,	Queen-street.
Bilson,	Draper,	ditto.
Blackler,	Butcher,	Queen-street,
Blake,	Cabinet Maker,	Ordnance-row.
Brett,	Fruiterer,	Common-hard
Bradley,*	{ Teacher of Navigation, & Agt. to Na- val Contrs. } Havant-street.	
Brine.	Brazier,	Queen-street.
Brine and Co.	Brewers,	New Buildings.
Brine,	Brazier,	Hawke-street.
Burman,	Druggist,	Queen-street.
Chamberlain,	Grocer,	ditto.
Charpentier,	Engraver,	Ordnance-row.
Chubb.	Ironmonger.	Queen-street.
Chubb.	Umbrella Maker,	Union-street.
Collins & Paterson,	Auctioneers,	ditto.

\* Mr. BRADLEY, formerly of the late *Royal Academy* in the Dock Yard, has an Observatory, furnished with excellent Instruments for determining the Mean Time to great exactness, at No. 3, Havant-Street, where he receives Chronometers for the purpose of ascertaining their rates of going---a great accommodation to those Officers whose Ships are refitting, or detained at the Port by contrary winds.

Crasweller,	China-ware-man,	Common-hard.
<i>Crown Inn,</i>	Dawes,	Queen-street.
Daubney,	Grocer,	ditto.
Eastman,	Cabinet Maker,	St. George's-sq.
Edwards,	Turner,	Ordnance-row.
Ellis and Co.	Merchants,	St. James's-street.
Ellyett,	Hatter,	Queen-street.
Emanuel,	Dealer in Bullion,	Common-hard.
Fisher.	Draper,	Queen-street.
Francis,	Draper,	ditto.
Gain,	Butcher,	Bonfire-corner.
Gain,	Butcher,	Butcher-street.
Garnett,	Upholsterer, &c.	Queen-street.
Gardner,	Printer.	ditto.
Gardner,	Printer.	Ordnance-row.
Griffin,	Bookseller,	Queen-street
Hannam,	Grocer,	Queen-street.
Hewett & Gough,	Corn Merchants,	ditto.
Hill and Perkins,	Upholsterers,	Common-hard.
Horsey,	Bookseller,	Queen-street.
Horsey,	Hosier,	ditto.
Ivimey,	Surgeon,	ditto.
Jackson,	Linen Draper,	Butcher-street.
Jones,	Druggist,	Queen-street.
<i>King's Arms Inn,</i>	Collins,	ditto.
Laing.	Tobacconist,	ditto.
Lara,	M. D.	St. George's-sq.
Lazarus.	Pawnbroker,	Bishop-street.
Levi and Co.	Grocers,	Queen-street.
Lipscomb,	Plumber,	ditto.
Love,	Poulterer,	ditto.
Mallory,	Dentist.	Butcher-street.
Mardall,	Linen Draper,	Queen-street.
Martin,	Green Grocer,	Butcher-street.
Marvin,	Ironmonger,	Camden-alley.
Medland,	Haberdasher,	Queen-street.
<i>Mitre Tavern,</i>	Absalom,	Rope-walk.



Morgan,	Butcher,	Queen-street.
Parker,	Confectioner,	Queen-street.
Pearce,	Grocer,	Common-hard.
Pepperell,	Butcher,	Queen-street.
Porter,	Surgeon,	St. George's-sq.
Powell,	Tea-dealer,	Queen-street.
Pratts,	Confectioners,	ditto.
Price,	Goldsmith,	Camden-alley.
Ralphs,	Silversmith,	Queen-street.
Redward,	Fruiterer,	ditto.
<i>Red Lion Tavern,</i>	Allen,	ditto.
Robbins,	Draper,	Queen-street.
Rogers,	Porkman,	ditto.
<i>Royal Oak Tavern,</i>	Mills,	ditto.
Sabine.	Grocer,	ditto.
Sangster,	Scale-Maker,	Camden-alley.
Sauce,	Wine Merchant,	Old Rope-walk.
Seeds,	Surgeon,	St. George's-sq.
Shier,	Grocer,	Queen-street.
<i>Ship &amp; Castle Tav.</i>	Beattie,	Common-hard.
Sibly,	Professor of Music,	Queen-street.
Silverlock,	Draper,	ditto.
Smithers,	Watch-maker,	ditto.
Spicer, Sir S.	Brewer,	St. George's-sq.
Stockman,	Grocer,	Queen-street.
Stroud,	Brewer,	Old Rope-walk.
Tilly,	Tailor,	Queen-street.
Treadgold,	Ironmonger,	ditto.
Turner,	Draper,	ditto.
Walker.	Plumber,	Butcher-street.
Way.	Grocer,	Queen-street.
Webb,	Chinaware-man,	ditto.
Weymouth & Co.	Surgeons,	ditto.
Wickenden,	Corn Merchant,	St. George's-sq.
Wildey,	Land & House Agt.	Queen-street.
Wildey.	Tailor,	Camden-alley.
Williams,	Surgeon,	Daniel-street.



Williams,	Surgeon,	St. George's-square
Williams,	Printer,	Queen-street.
Wilton,	Carver & Gilder,	ditto.
Woodward,	Bookseller,	Common-hall.
Zachariah,	Pawnbroker,	Queen-street.

# DIRECTORY.

## GOSPORT.

### CONSULS.

*Russian,*

MARCH, North Wharf.

*American and Prussian,*

NICHOLLS, North-Street.

*Agent to the Hants Fire Office,*

COMPIGNE, High-Street.

### ATTORNEYS AND SOLICITORS.

Burney, Cold Harbour.

Hoskins, High-Street.

Compigne, High-Street.

Paddon, ditto.

Cruickshank, ditto.

Pearce, North-Street.

Hewson, ditto.

Weddell, Cold Harbour.

### MERCHANTS, TRADESMEN, &c.

Barrow, Timber Merchant, High-street.

Battershell, Sailmaker, North Wharf.

Beattie, Rope-maker, Forton.

Beazley & Co. Grocers, High-street.

Bovill, Timber Merchant, Forton.

Burney's, Dr. Academy, Cold Harbour.

Crook, Cabinet-maker, High-street.

Crown Inn, Blanchard, North-street.

Curry, Rope-maker, Cold Harbour.

Devereaux, Drapers, North Cross-street.

Dolphin Inn, North-street.

Goodeve, Brewers, Legg's-lane.

Gibson,	Wine Merchant,	High-street.
Gray,	Grocer,	ditto.
Hammond,	Bookseller,	ditto.
Harding,	Bookseller,	North-street.
Harper,	Surgeon,	South-street.
Hewett & Co.	Grocers,	High-street.
Hoskins,	Timber Merchant,	High-street.
Hyde and Co.	Wine Merchants,	North-street.
Jellico,	Iron Founder,	Beach.
Johnson, and Co,	Booksellers, &c.	High-street.
Lucas,	Woollendrapers,	ditto.
Lynch,	Surgeon,	ditto.
March,	Merchaut,	North-street.
Parker,	Tallow Chandler,	High-street.
Paul,	Merchant,	North-street.
Price,	Surgeon,	ditto.
Rickman,	Butcher,	High-street.
Sprent,	Coal Merchant,	North Cross-street
<i>Star Inn,</i>	Rose,	High-street.
Trattell,	Hatter,	High-street.
Tyer,	Shoemaker,	ditto.
Vosper,	Wine Merchant,	ditto.
Wavell,	Butcher,	High-street.
Westmore,	Miller.	High-street.

## GENERAL POST OFFICE.

ST. THOMAS STREET.

*Postmaster--W. Welch.**Navy Post Office--Broad Street, Point.**Portsea Post Office--No. 6, Union Street.**Receiving Houses---Blacksmith's Arms, Half-way-house†.*

Bush Inn, Southsea.

*Gosport Post Office--High Street.*

All Letters for the London Mail, must be put into the General Post Office by seven o'clock, in the evening, or till half-past seven by paying one penny with each letter; for the Western Mail, by seven o'clock, in the evening; for the Cross Country Mail, by five o'clock in the afternoon; and for the Chichester, Brighton, and Eastern Mail, by seven in the morning. The other Post Offices are closed an hour earlier.

All letters are delivered, at the General Post Office, by 8 o'clock in the morning, in summer, and by half past eight in winter.

## MAILS AND COACHES.

## PORTSMOUTH AND LONDON.

## ROUTE.

	<i>Miles.</i>		<i>Miles.</i>
Horndean . . . . .	10	Ripley . . . . .	48
Petersfield . . . . .	18	Cobham . . . . .	52
Liphook . . . . .	26	Esher . . . . .	57
Godalming . . . . .	38	Kingston . . . . .	60
Guildford . . . . .	42	London . . . . .	72

The ROYAL MAIL every evening, at half past seven o'clock, from the *George Hotel*, High Street, *Star and Carter*, Broad Street, Portsmouth; and 111, *Queen Street*, Portsea; to the *Angel Inn*, St. Clement's, Strand; and *George and Gate*, Grace-Church-Street, London; from whence it returns at the same hour.

The NELSON, (Russell, and Co) every evening, at seven o'clock, from the *Blue Posts Inn*, Broad Street; *Fountain Inn*, High Street, Portsmouth; and 107, *Queen-Street*, Portsea; to the *Spread Eagle*, Grace-Church-Street; and *Golden Cross*, Charing-Cross, London; from whence it returns at the same hour.



The **HERO**, (Russell, and Co.) every morning, at eight o'clock, from the *Blue Posts Inn*, Broad Street; *Fountain Inn*, High Street, Portsmouth; and 107, *Queen-street*, Portsea; to the *Golden Cross*, Charing Cross; and *Spread Eagle*, Grace-Church-Street, London; from whence it returns at the same hour.

The **REGULATOR**, (Billett, and Co.) every morning, at half-past eight o'clock; from the *George Hotel*, High Street; *Star and Garter*, Broad-Street, Portsmouth; and 111, *Queen-street*, Portsea; to *Hatchett's New White Horse Cellar*, Piccadilly; *Angel Inn*, St Clements, Strand; *Bolt in Tun*, Fleet-Street; and *Sussex Hotel*, Bouverie-Street, London; and returns from the same Houses, every morning at eight o'clock.

The **ROCKET**, (Vicat, and Co.) every morning, at nine o'clock, from the *West India and Quebec Tavern*, and No. 54, *High-Street*, Portsmouth; the *Red Lion*, and No. 111, *Queen street*, Portsea; to the *White Bear*, Piccadilly; and *Belle Sauvage*, Ludgate Hill, London, and returns from thence at the same hour.

\* \* In consequence of the Establishment of Light Coaches, the travelling between Portsmouth and London is much accelerated; the distance (72 miles) being generally performed in nine hours.

#### PORTSMOUTH, CHICHESTER, AND BRIGHTON.

##### ROUTE.

	Miles.		Miles.
Havant . . . . .	9	Worthing . . . . .	38
Emsworth . . . . .	12	Shoreham . . . . .	42
Chichester . . . . .	18	Brighton . . . . .	52
Arundel . . . . .	28		

The **CHICHESTER MAIL**, and **BRIGHTON COACH**, every morning at eight o'clock, from the *Blue Posts Inn*, Broad Street; the *Fountain Inn*, and *George Hotel*, High Street, Portsmouth; to the *Blue Coach Office*, North-Street, Brighton; from whence it returns every morning, at ten o'clock.

The **UNION COACH**, to Chichester, every afternoon (Sundays excepted) at four o'clock, from the *George Hotel*, High-Street, and *Globe Inn*, Oyster-Street, Portsmouth; to the *Swan* and *Golden Fleece Inns*, Chichester; from whence it returns every morning, at half-past seven.

#### PORTSMOUTH AND WINCHESTER.

##### ROUTE.

	Miles.		Miles.
Fareham . . . . .	9	Bishop's Waltham . . . . .	17
Wickham . . . . .	13	Winchester . . . . .	27

Coach every Tuesday and Friday mornings at ten o'clock from the *Fountain Inn*, High-Street, Portsmouth, and 107, *Queen-street*, Portsea; to the *Bell and Crown Inn*, Winchester, from whence it returns every Wednesday and Saturday morning, at eleven o'clock.

## PORTSMOUTH, SALISBURY, BATH, AND BRISTOL.

## ROUTE.

	<i>Miles.</i>		<i>Miles.</i>
Cosham . . . . .	5	Deptford Inn . . . . .	57
Fareham . . . . .	9	Codford . . . . .	61
Titchfield . . . . .	12	Heytesbury . . . . .	65
Southampton . . . . .	22	Warminster . . . . .	68
Romsey . . . . .	30	Beckington . . . . .	75
Whiteparish . . . . .	38	<i>Bath</i> . . . . .	85
Salisbury . . . . .	45	<i>Bristol</i> . . . . .	98

The ROYAL MAIL, every evening at seven o'clock, from the *George Hotel*, High Street, Portsmouth, to the *White Hart*, Bath, and *Bush Tavern*, Bristol, from whence it returns at three o'clock in the afternoon.

## PORTSMOUTH, EXETER, AND PLYMOUTH.

## ROUTE.

	<i>Miles.</i>		<i>Miles.</i>
Southampton . . . . .	22	Bridport . . . . .	94
Stoney Cross . . . . .	33	Charmouth . . . . .	101
Ringwood . . . . .	42	Axminster . . . . .	106
Wimborne . . . . .	52	Honiton . . . . .	112
Blandford . . . . .	62	<i>Exeter</i> . . . . .	131
Milbourn . . . . .	70	<i>Plymouth</i> . . . . .	176
Dorchester . . . . .	78		

Coach every Monday, Wednesday, and Friday, at half-past three o'clock, in the afternoon, from the *George Hotel*, High Street, Portsmouth; to the *New London Inn*, the *Globe Inn*, Plymouth, and *Fountain Inn*, Plymouth Dock.

## WAGGONS.

Hoare and Stanbury's, every day from their Warehouse, *Two Blue Posts*, Broad Street, Portsmouth; to the *White Hart*, and *Ship Inns*, Borough; and *Blossoms Inn*, Laurence-Lane, Cheapside, London; and return from the above Inns, daily.

Sayers's, daily, from the *Globe Inn*, Oyster-Street, Portsmouth; and No. 111, *Queen-street*, Portsea; to the *Saracen's Head*, Friday Street, and *Talbot Inn*, Borough, London; from whence they return every day.

Pescott's, daily, from No 46, *Broad street*, Portsmouth; and No. 112, *Queen street*, Portsea; to the *King's Head*, Borough; and *Bell Inn*, Wood Street, Cheapside, London; and return from the above Inns, daily.

Cox's Van, every Monday and Thursday, from the *King's Arms Inn*, Queen Street, Portsea; to the *Swan*, Doctor's Commons, London; from whence it returns every Tuesday and Friday.

Carriers from Salisbury, Southampton, Winchester, Brighton, Chichester, &c. &c. arrive at, and leave Portsmouth, every Tuesday, Thursday, and Saturday.

## PACKETS.

### FRANCE.

#### FROM PORTSMOUTH TO HAVRE DE GRACE.

The *Richard*, and the *Lady Wellington*, sail every Monday and Thursday, from the *George and Fountain Inns*, High Street, and *Star and Garter Tavern*, Broad Street, Portsmouth; to the *London Tavern*, Havre de-Grace; from whence they return alternately the same days.

✍ The distance saved from London to Paris, by the way of Portsmouth to Havre, needs no comment, it being 20 miles nearer than from any other port.

### ISLE OF WIGHT.

#### FROM PORTSMOUTH TO RYDE.

*Moore and Beck's* MAIL BOAT, sails every morning at 7 o'clock from the *Quebec Tavern*, Portsmouth, to Ryde, from whence it returns at half past 5 in the evening.

*Moore and Beck's* PACKET, sails every morning at 9 o'clock, from the *Quebec Tavern*, Portsmouth, to Ryde, from whence it returns at 3 o'clock in the afternoon.

*Reazley's* PACKET, sails every morning at half-past 9, and every afternoon at 5 o'clock, from the *Bugle*, Ryde, to Portsmouth, and returns to Ryde, from the *Quebec Tavern*, Portsmouth every afternoon at 3 and at half-past six o'clock.

*Williams's* PACKET sails every morning at 9 o'clock, & every afternoon, at 5, from the *Star Inn*, Ryde; and returns to Ryde, from the *Waterloo Tavern*, Broad Street, every afternoon at 3, and immediately after the arrival of the London and Brighton Coaches.

A Boat to Wootton Bridge every day.

## FROM PORTSMOUTH TO COWES.

*Stevens and Co's.* Packets sail from the *King's Head*, Broad Street, Portsmouth, every morning at 9 o'clock, and every afternoon at 4; and return from the *Fountain* and *Vine* Inns, West Cowes, every day at the same hours.

## FROM PORTSMOUTH TO SOUTHAMPTON.

*Weeks's* Packet sails every Tuesday, Thursday, and Saturday, at 12 o'clock, from the *White Hart*, Broad Street, Portsmouth; and returns from Southampton the intermediate days, at the same hour.

*Judd's* PACKET sails every Sunday, Wednesday, and Friday, at 11 o'clock in the morning; from the *White Swan*, Broad Street, Portsmouth; and returns from the *Black Bear*, on the Quay, Southampton, the intermediate days, at the same hour.

## FROM PORTSMOUTH TO POOLE.

*Munlows's* PACKETS sail every Friday and Saturday, from the *Roebuck Tavern*, Broad Street, Portsmouth, and return every Monday and Tuesday

## FROM PORTSMOUTH TO PLYMOUTH.

PACKETS sail from the *Neptune and Mars*, Broad Street, Portsmouth, three times a week; and return from Plymouth at the same time.

## FROM PORTSMOUTH TO GUERNSEY AND JERSEY.

The *Alfred* PACKET sails from the *King's Head*, Broad Street, Portsmouth, every Wednesday; and returns from the *Croton Tavern*, Guernsey every Saturday.



## RATES AND FARES

*To be Paid to Watermen, limited and assessed by the Commissioners appointed under the Portsmouth, Portsea, and Gosport Ferry Act.*

### EXPLANATION OF THE FLAGS.

*When two Flags are hoisted, the upper one shall invariably refer to the Fares out of the Harbour, and the lower one to those within the Harbour.*

*When the White Bougie Flag is hoisted alone, it denotes--fare and half without the Harbour.*

*When the White Bougie Flag and square Blue Flag are hoisted together. White Bougie---as above. Blue---2d. across the Ferry, and fare and half to other parts within the Harbour.*

*Red Triangular Flag and Square Blue Flag together. Red---double Fare without the Harbour. Blue-- as above.*

*Red Triangular Flag alone. 3d. across the Ferry, and double fare within and without the Harbour.*

*Striped Pendant and Red Triangular Flag together Pendant---dangerous without the Harbour. Red triangular---3d. across the Ferry, and double to other parts within the Harbour.*

*Striped Pendant alone. Dangerous within and without the Harbour.*

## FINE WEATHER FARES

### TO AND FROM

#### GOSPORT, PORTSMOUTH, AND PORTSEA.

	s.	d.
Every Passenger, not exceeding six, each . . . . .	0	1
For the Hire of a Wherry, for one Passenger and not exceeding six . . . . .	0	6

*When the BLUE FLAG is hoisted.*

Every Passenger, not exceeding six, each . . . . .	0	2
For the Hire of a Wherry, for one Passenger, and not exceeding four . . . . .	0	8
For five, and not exceeding six . . . . .	1	0

## FOUL WEATHER FARES.

*When the RED TRIANGULAR FLAG is hoisted,*

	s.	d.
Every Passenger, not exceeding six, each . . . . .	0	3
For the Hire of a Wherry, for one Passenger and not exceeding four . . . . .	1	0
For five, and not exceeding six . . . . .	1	6

## FOR THE HIRE OF WHERRY

To Forton Mill . . . . .	1	6
To Weovil or Weovil Common . . . . .	1	0
To Hardway, and the Ships and Vessels lying off the same, for one Passenger, and not exceeding four . . . . .	1	0
For more than four and not exceeding eight, each . . . . .	0	3
For returning with the same party from either of the above places . . . . .	0	6
To Wickor's Hard, for one Passenger, and not exceeding four . . . . .	2	6
For more than four and not exceeding eight . . . . .	3	6
For returning with the same party . . . . .	1	0
To Fareham, for one Passenger, and not exceeding four . . . . .	3	6
For more than four and not exceeding eight . . . . .	4	6
For returning with the same party . . . . .	1	0
To Portchester, for one Passenger, and not exceeding four . . . . .	2	6
For more than four and not exceeding eight . . . . .	3	6
For returning with the same party . . . . .	1	0
To Paulsgrove, for one Passenger, and not exceeding four . . . . .	3	6
For more than four, and not exceeding eight . . . . .	4	6
For returning with the same party . . . . .	1	0
Other Passengers returning, each . . . . .	0	6
To Wymering or Portsbridge---same Fares as to Paulsgrove . . . . .		
To the New Buildings . . . . .	1	0
To Pest House . . . . .	1	6
To Haslar Hospital . . . . .	0	9
To Stoke . . . . .	2	0
To Fareham Lake, above Hardway . . . . .	2	0
To Portchester Lake . . . . .	1	6
For returning with the same party from either of the above places . . . . .	0	6
Other Passengers returning, each . . . . .	0	3
To all Ships and Vessels in the Harbour, from the Magazine Stage to the North Corner of the Dock Yard . . . . .	1	0
From Portsmouth or Portsea, to Cold Harbour, Gosport . . . . .	0	9
To Blockhouse Point, or to any Ship lying in Blockhouse Hole -- and to all Ships lying in the Passage, including the distance between the South Corner of the Dock Yard and Weovil Lake . . . . .	0	6
Returning with the same party . . . . .	0	3
From Portsmouth Point to Portsea Hard, or the reverse . . . . .	0	6
From Passage Vessels in the Harbour, of all descriptions, not included in any other Rate-- each Passenger not exceeding eight . . . . .	0	2

## FOR THE HIRE OF A WHERRY

	s.	d.
From the New Buildings, or Hardway, to the Prison Ships, in Portchester Lake--for one Passenger. . . . .	0	6
For two, and not exceeding four . . . . .	1	0
For more than four and not exceeding eight, each . . . . .	0	3

## IN FAIR WEATHER.

## OUT OF THE HARBOUR.

*From Gosport, Portsmouth, or Portsea*

## FOR THE HIRE OF A WHERRY

To the Promenade Rooms at Southsea Beach, and to all Vessels lying in the Harbour Channel. . . . .	1	0
To Southsea Castle. . . . .	1	6
To Haslar Barracks, for one Passenger, and not more than four	1	6
For five and not more than eight. . . . .	2	6
For returning with the same party. . . . .	0	6
To Ryde, Nettlestone, or Priory, for one Passenger, and not more than four . . . . .	5	0
For returning with the same party . . . . .	1	0
For five, and not more than eight. . . . .	6	0
For returning with the same party . . . . .	1	6
To Fish House, for one Passenger, and not exceeding four. . . .	5	6
For returning with the same party. . . . .	1	0
For five and not more than eight. . . . .	6	6
For returning with the same party. . . . .	1	6
To Wooton Bridge, for one Passenger, and not more than four. .	6	0
For returning with the same party. . . . .	1	0
For five, and not more than eight. . . . .	7	6
For returning with the same party. . . . .	1	6
To Hell Head, for one Passenger and not more than four . . . .	4	6
For returning with the same party . . . . .	1	0
For five, and not more than eight. . . . .	5	6
For returning with the same party. . . . .	1	6
To Brading. . . . .	8	0
For returning with the same party. . . . .	1	6

TO STOKES BAY, the boundaries of which are as follow: --

*Western Boundary* --from Brown Down Point to the East Buoy of the  
Middle. *South West Boundary*--from the East Buoy of the  
Middle to the East Buoy of the Starbridge. *Eastern Boundary*--  
from the East Buoy of the Starbridge, to the Kicker Point.

For one Passenger, and not exceeding four . . . . .	3	6
For returning with the same party . . . . .	1	0
For five, and not more than eight . . . . .	5	0
For returning with the same party . . . . .	1	6
For each Passenger taken in at Stoke's Bay . . . . .	0	6



## FOR THE HIRE OF A WHERRY

To SPITHEAD, the boundaries of which are as follow---

*Western Boundary*---from the Kicker Point to the East Buoy of the Sturbridge. *Southern Boundary*---from the East Buoy of the Sturbridge to the Buoy of the Horse. *Eastern Boundary*---from the Buoy of the Horse to Southsea Castle.

	s.	d.
For one Passenger, and not more than four .. .. .	3	0
For returning with the same party .. .. .	1	0
For five, and not more than eight .. .. .	4	0
For returning with the same party .. .. .	1	6
To more Ships than one, each Ship .. .. .	0	6
For every Passenger taken in at Spithead, not more than eight, each .. .. .	0	6

TO THE MOTHERBANK the boundaries of which are as follow---

*Western Boundary*---from King's Key in the Isle of Wight, to the East Buoy of the Middle. *Southern and Eastern Boundary*---from King's Key along the shore of the Isle of Wight, to the East Buoy of the Sturbridge. *Northern Boundary*---from the East Buoy of the Sturbridge to the East Buoy of the Middle.

The same fares as to Ryde, Nettlestone, and Priory,

TO ST. HELEN'S ROAD, the Boundaries of which are as follow---

*North-west Boundary*---from Nettlestone Point to the Buoy of the Warner and inner Buoy of the Dean. *Western and Southern Boundary*---from Nettlestone Point, along the shore of the Wight, to the Buoy of the Ledge. *Southern and Eastern Boundary*---from the Buoy of the Ledge to the Buoy of the Knab, and outer Buoy of the Dean. *Northern Boundary*---from the outer Buoy of the Dean to the Inner Buoy of the Dean.

One Passenger and not more than four .. .. .	6	0
Returning with same party .. .. .	1	6
Five not more than eight .. .. .	7	6
Returning with same party .. .. .	2	0
Each Passenger taken in at St. Helen's Road .. .. .	1	0
To Bembridge and St. Helen's same fares as to St. Helen's Road.		

To the MIDDLE COURSE, between SPITHEAD and ST. HELEN'S, the Boundaries of which are as follow;

*North-east boundary*---from the Buoy of the Horse to the Inner Buoy of the Dean. *Southern boundary*---from the Inner Buoy of the Dean to the Buoy of the Warner and Nettlestone Point. *South-west boundary*---from Nettlestone Point to the East Buoy of the Sturbridge. *North-west boundary*---from the East Buoy of the Sturbridge to the Buoy of the Horse.

One Passenger and not more than four .. .. .	4	0
Returning with same party .. .. .	1	0



## FOR THE HIRE OF A WHERRY

	s	d.
Five, not more than eight .. .. .	5	0
Returning with same party .. .. .	1	6
Each Passenger taken in at the above Boundaries .. .. .	0	6

TO COWES, the Boundaries of which are as follow:

*Western boundary*---from Cowes Castle to the West Buoy of the Brambles. *Southern boundary* - from Cowes Castle along the shore of the Wight to King's Key. *Eastern boundary*.- from King's Key to the East Buoy of the Middle. *Northern boundary*--- from the East Buoy of the Middle, to the West Buoy of the Brambles.

Any number, not more than eight .. .. .	8	0
Returning with same party .. .. .	2	0

\* \* *When the WHITE BOUGIE FLAG is hoisted, the Fares out of the Harbour are to be increased one half.*

## FOUL WEATHER FARES

## OUT OF THE HARBOUR.

*When the RED TRIANGULAR FLAG is hoisted, the Fares to be doubled.*

\* \* The Flag to denote dangerous Weather to be a *Broad Pendant, blue and red.* No Waterman to be compelled to work on the Passage during the time this Flag is hoisted.

\* \* No charge to be made for waiting till the expiration of one hour, after which, 3d. for every half-hour entered upon, provided that the charges for a Wherry, in fair Weather, for the whole day do not exceed 7s. within the Harbour, or 10s. without the Harbour; or the same proportion in other Weather, according to the different flags.

One Passenger, and not more than four, to take any quantity of luggage, not above 2 Cwt. If more than four, double that weight, without any increased charge---and 3d. for every additional cwt. But no compensation to be allowed for extra luggage, in any case, unless claimed by the Waterman previous to leaving the shore.

## NIGHT FARES.

Between the 25th of March and the 29th of September, from ten o'clock in the evening till twelve at night; and between the 29th of September and the 25th of March, from eight o'clock in the evening till eleven at night, the Watermen may demand double fare. And from the 25th of March till the 29th of September, between twelve o'clock at night and four in the morning; and from the 29th of September till the 25th of March, between eleven o'clock at night and five in the morning, the Watermen may agree with such Persons as may wish to pass and re-pass, as to the fare to be by them taken for their labour.

## FREIGHT FOR CATTLE.

	s.	d.
Horses, Mules, and Bullocks, in Horse Boats, each . . . . .	2	0
Cattle, Sheep, and Hogs, in Wherries, or other Boats, each . . . . .	0	3

## FREIGHT FOR GOODS.

A Wherry to St. Helen's to take cases, bales, trunks, or other articles, not more than 8 cwt. . . . .	7	6
To the Middle Course, not more than 8 cwt. . . . .	4	6
To Spithead, not more than 8 cwt. . . . .	3	0
To the Motherbank, not more than 8 cwt. . . . .	5	0
To Cowes, not more than 8 cwt. . . . .	8	0
To Stoke's Bay, not more than 8 cwt. . . . .	4	0
To all Vessels lying in the Harbour Channel, not more than 8 cwt. . . . .	2	0

And a further charge of 3d. on every additional cwt. not more than 16 cwt. on each of the above fares.

Two square feet of light goods to be considered as equal to 1 cwt.

## FARES FOR SLOP SELLERS.

[These Fares are totally distinct from those before stated, under the head of "Freight for Goods."]

ONE WATERMAN, in Fine Weather, to carry four Passengers, one Hamper, three Bags, and one Box; Eight Shillings per day; if not detained after Twelve o'Clock, Six Shillings.

TWO WATERMEN, Foul Weather, same Load, Fifteen Shillings per day; if not detained after Twelve o'clock, Nine Shillings.

ONE WATERMAN, in Fine Weather, to carry seven Passengers, three Bags, one Box, and two Hampers; Twelve Shillings per day; if not detained after Twelve o'clock, Eight Shillings.

TWO WATERMEN, Foul Weather, same Load, Twenty Shillings per day; if not detained after Twelve o'Clock, Twelve Shillings.

ONE WATERMAN, in Fine Weather, to carry seven Passengers, four Bags, one Box, and three Hampers; Fifteen Shillings per Day; if not detained after Twelve o'Clock, Ten Shillings.

TWO WATERMEN, in Foul Weather, same Load, Twenty five Shillings per Day; if not detained after Twelve o'clock, Fifteen Shillings.

Detained alongside after Twelve o'clock, to be considered a day in every instance.

In addition to these prices, the Watermen shall be at liberty to take passengers and luggage from the Ships; and to work between the time of leaving the Ship, and returning for the fare in the Evening.

The following distances, by water, may be relied on as correct, having been obtained from the official measurement of a government department.

	<i>Miles.</i>
From Portsmouth to Ryde.....	4
Nettlestone .....	$4\frac{1}{2}$
East Cowes.....	8
West Cowes .....	$8\frac{1}{2}$
St. Helen's Town .....	$5\frac{3}{4}$
Calshot Castle.. ..	$8\frac{1}{2}$
Netley.....	$12\frac{1}{2}$
Southampton .....	$14\frac{1}{2}$
Liepe .....	$10\frac{3}{4}$
Beaulieu.. ..	$16\frac{3}{4}$
Hurst Castle .....	$18\frac{1}{4}$
Hardway, Portsmouth Harbour.....	$1\frac{3}{4}$
Portchester.....	$3\frac{1}{4}$
Fareham.....	6

FINIS.

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HOLLINGSWORTH,  
 PORTSMOUTH.















